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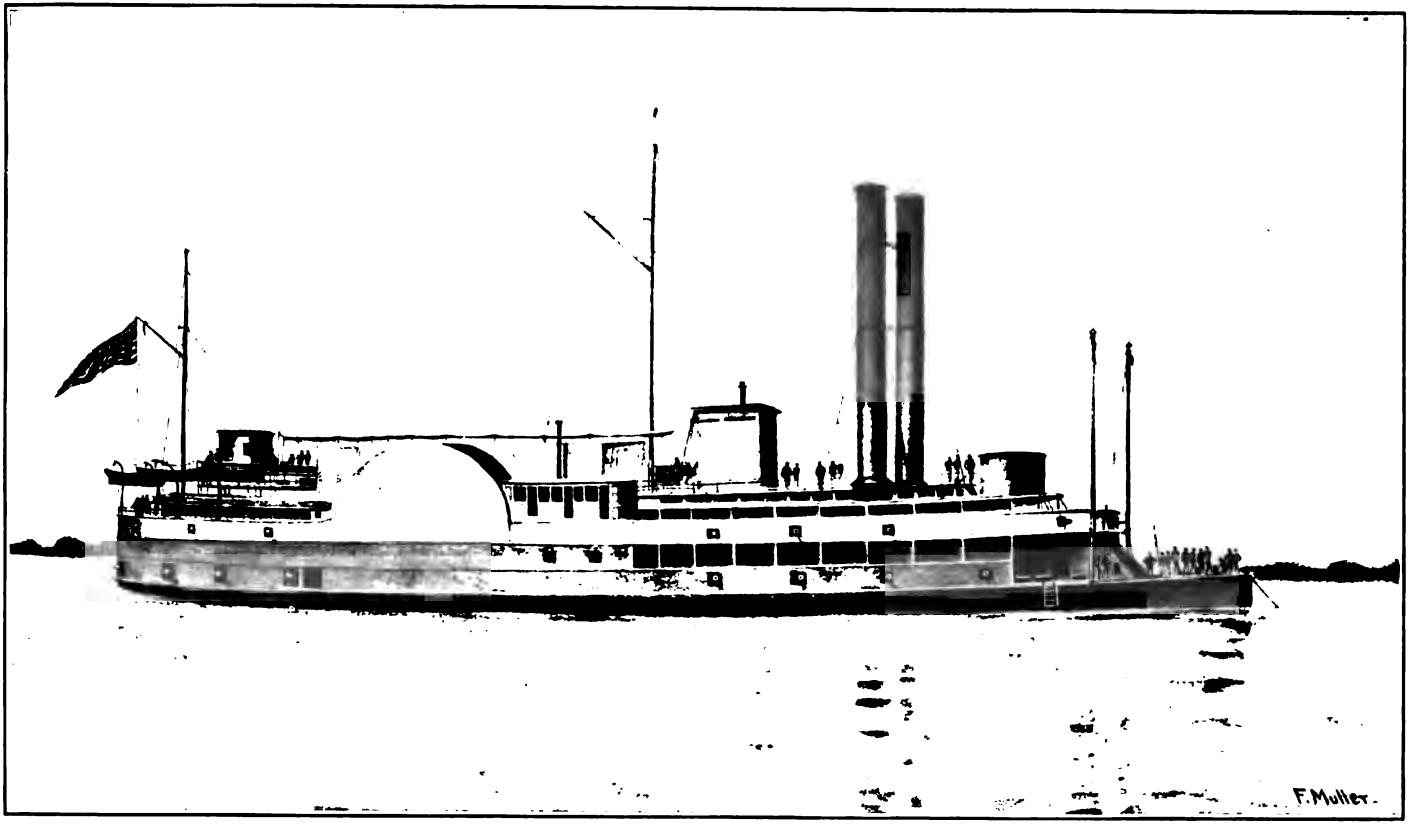


UNITED STATES STEAMER OUACHITA.

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# OFFICIAL RECORDS

OF THE

# UNION AND CONFEDERATE NAVIES

IN THE

# WAR OF THE REBELLION.

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PUBLISHED UNDER THE DIRECTION OF

The Hon. JOSEPHUS DANIELS, Secretary of the Navy,

BY

MR. CHARLES W. STEWART,

*Superintendent Library and Naval War Records.*

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BY AUTHORITY OF AN ACT OF CONGRESS APPROVED JULY 31, 1894.

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## SERIES I—VOLUME 27.

## NAVAL FORCES ON WESTERN WATERS

FROM JANUARY 1 TO SEPTEMBER 6, 1865.

## SUPPLY VESSELS

1861–1865.

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# PREFACE.

The work of preparing for publication the Official Records of the Union and Confederate Navies, which was begun July 7, 1884, was organized under the superintendency of Professor J. R. Soley, U. S. Navy, at that time librarian of the Navy Department, afterwards Assistant Secretary of the Navy.

In August, 1890, the work of collecting these records and their classification was ably continued by his successor, Lieutenant-Commander F. M. Wise, U. S. Navy, who, having received orders to sea, was relieved by Lieutenant-Commander Richard Rush, U. S. Navy, in May, 1893.

The long-delayed publication was finally authorized by act of Congress approved July 31, 1894, and begun by Mr. Rush. The first five volumes were published under his efficient administration, and the important duty of organizing the office for the distribution of these volumes was accomplished.

In March, 1897, Mr. Rush, having been ordered to sea, was succeeded by Professor Edward K. Rawson, U. S. Navy, as superintendent, under whose able administration volumes 6–14 were published. Professor Rawson was detached and ordered to the U. S. Naval Academy September 20, 1902, and was succeeded by Mr. Charles W. Stewart.

No change is contemplated at present in the outline of the plan of publication as approved by the Department. This plan includes only the use of such material as may be certified to be contemporaneous naval records of the war, which is divided into three series, in the following order of arrangement:

I. The first series embraces the reports, orders, and correspondence, both Union and Confederate, relating to all naval operations on the Atlantic and Gulf coasts and inland waters of the United States during the war of the rebellion, together with the operations of vessels acting singly, either as cruisers or privateers, in different parts of the world. These reports are accompanied by occasional maps and diagrams.

In this series the papers are arranged according to squadrons and flotillas, chronologically; and, as far as possible, the Union reports of any events are immediately followed by the Confederate reports.

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II. The second series embraces the reports, orders, and correspondence relating to—

1. The condition of the Union Navy in 1861, before the commencement of hostilities, and to its increase during the progress of the war, including the annual and special reports of the Secretary of the Navy and chiefs of the various bureaus.

2. The construction and outfit of the Confederate Navy, including privateers, setting forth also the annual and special reports of the Confederate Secretary of the Navy and chiefs of bureaus.

3. Statistical data of all vessels, Union and Confederate, as far as can be obtained.

4. Returns of naval and military property captured by the navies of both sides during the war.

5. Correspondence relating to naval prisoners.

This series is also arranged chronologically in each of the above sections as far as practicable.

III. The third series embraces all reports, orders, correspondence, and returns of the Union and Confederate authorities not specially relating to the matter of the first and second series.

It is the intention of the Department to introduce throughout the volumes of the different series illustrations of each class or type of vessels referred to in order to preserve the identity of these ships as they actually appeared during the war. These cuts have been reproduced either from photographs of the vessels themselves or from the carefully prepared drawings made from official sources.

Much difficulty has been found in collecting the records, for, while the official reports of commanders of fleets and of vessels acting singly are on file in the Navy Department, it is found that the correspondence between flag officers and their subordinates is frequently missing. Without this squadron correspondence the historical value of the work would necessarily be impaired, and the Department therefore has spared no pains to secure the letter books and papers of the chief actors on both sides. These papers have for the most part been obtained, and they have been copiously used in the compilation of the work. The reports of the Union commanders are full and fairly complete. It is to be regretted, however, that the Confederate records are not equally complete, due to the great difficulty found in collecting them, and also to the fact that a large part of the archives of the Confederate Navy Department was burned at the close of the war. Frequent careful searches throughout various parts of the country, conducted by a special agent of the Department, have brought to light many duplicates of these papers, found among the personal files of participants. It is hoped that the publication will revive the interest of participants in the events referred to, and lead

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them to bring to the notice of the Department the whereabouts of any papers bearing upon naval operations in the civil war of which they may have knowledge.

The twenty-sixth volume of the records (Series I, vol. 26), which has recently been published by the Department, gives the operations of the Naval Forces on Western Waters from March 1 to December 31, 1864. The present volume (Series I, vol. 27) gives the operations of the Naval Forces on Western Waters from January 1 to September 6, 1865, and the operations of Supply Vessels, 1861–1865.

The reports and correspondence are placed chronologically, with a distinct heading for every paper. In the record of events in which both sides took part the Confederate reports (where they could be obtained) immediately follow the Union reports, while the miscellaneous Confederate correspondence is placed at the end of the volume. Reference to the table of contents will show the context of these Confederate papers. It is believed that the chronological arrangement of the records, in connection with the full and complete index to each volume, will afford ample means of reference to its contents without other subdivision or classification. In reports of special or single events, in which the papers bear specific relation to those events, the chronological order has been somewhat modified, and such documents have been placed together in the compilation.

CHARLES W. STEWART,
*Compiler.*

NAVY DEPARTMENT,
*Washington, D. C., March, 1914.*

NOTE.—The following is an extract from the law governing the distribution of the sets comprising the publication (act of Congress approved July 31, 1904):

* * * Of said number, six thousand eight hundred and forty copies shall be for the use of the House of Representatives, two thousand one hundred and twelve copies for the use of the Senate, and one thousand and forty-eight copies for the use of the Navy Department and for distribution by the Secretary of the Navy among officers of the Navy and contributors to the work. The quotas herein authorized of said publication for the Senate and House of Representatives shall be sent by the Secretary of the Navy to such libraries, organizations, and individuals as may be designated by the Senators, Representatives, and Delegates of the Fifty-third Congress, it being the purpose of this distribution herein provided for to place these records in public libraries, and with permanent organizations having libraries, so far as such libraries may exist in the several States and Territories. Each Senator shall designate not exceeding twenty-four and each Representative and Delegate not exceeding nineteen of such addresses, and the volumes shall be sent thereto from time to time, as they are published, until the publication is completed; and all sets that may not be ordered to be distributed as provided herein shall be

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sold by the Secretary of the Navy for cost of publication, with ten per centum added thereto, and the proceeds of such sale shall be covered into the Treasury. If two or more sets of said volumes are ordered to the same address, the Secretary of the Navy shall inform the Senators, Representatives, or Delegates who have designated the same, who thereupon may designate other libraries, organizations, or individuals. The Secretary of the Navy shall inform distributees at whose instance the volumes are sent.

The following joint resolution regarding the distribution of the work was approved January 30, 1896:

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Secretary of the Navy be, and he is hereby, authorized and directed to send the undistributed copies of the Official Records of the War of the Rebellion, both of the Union and of the Confederate navies, to such libraries, organizations, and individuals as may be designated before the meeting of the next Congress by the Representatives in the Fifty-fourth Congress of the districts whose Representatives in the Fifty-third Congress failed to designate the distributees of their quota of said Official Records or any part thereof, as authorized by the act of Congress approved July thirty-first, eighteen hundred and ninety-four, and the joint resolution approved March second, eighteen hundred and ninety-five, to the extent and in the manner and form provided in said act.

The following is an extract from the act of Congress of May 28, 1896, which increased the edition from 10,000 to 11,000 copies:

* * * For printing, binding, and wrapping one thousand additional copies of series one, volumes one, two, three, and four, for supplying officers of the Navy who have not received the work, two thousand four hundred dollars.

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# ORDER OF COMPILATION OF NAVAL WAR RECORDS.

## SERIES I.

1. Operations of the cruisers, 1861–1865.
   - Union cruisers.
     - West India (Flying) Squadron, under Acting Rear-Admiral Wilkes, U. S. N., 1862–1863.
     - West India (Flying) Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1863–1864.
   - Confederate cruisers and privateers.

2. Operations in the Gulf of Mexico, January to June 7, 1861.
   - Surrender of the Pensacola Navy Yard.
   - Cooperation of the Navy in the relief of Fort Pickens.

3. Operations on the Atlantic Coast, January to May 13, 1861.
   - Cooperation of the Navy in the attempts to relieve Fort Sumter.
   - Abandonment and destruction of the Norfolk Navy Yard.
   - Home Squadron, under Flag Officer Pendergrast, U. S. N.

4. Operations on the Potomac and Rappahannock Rivers, 1861–1865.
   - Potomac Flotilla, under Commander Ward, U. S. N., 1861.
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5. Atlantic Blockading Squadron, 1861–1865.
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     - West India Squadron, under Flag-Officer Pendergrast, U. S. N., 1861.
     - Naval Defenses of Virginia and North Carolina, under Flag-Officer Barron, C. S. N.
   - Atlantic Blockading Squadron, under Flag-Officer Goldsborough, U. S. N., 1861.
   - North Atlantic Blockading Squadron, under Rear-Admiral Goldsborough, U. S. N., 1861–1862.
     - Naval Defenses of Virginia and North Carolina, under Flag-Officer Lynch, C. S. N.
     - James River Squadron, under Flag-Officer Buchanan, C. S. N.
     - James River Squadron, under Flag-Officer Tattnall, C. S. N.
     - James River Flotilla, under Commodore Wilkes, U. S. N., 1862.
   - North Atlantic Blockading Squadron, under Acting Rear-Admiral Lee, U. S. N., 1862–1864.
     - James River Squadron, under Flag-Officers Forrest and Mitchell, C. S. N.
     - * Naval Defenses Inland Waters of North Carolina, under Commander Pinkney, C. S. N.
     - * Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Lynch, C. S. N.
   - North Atlantic Blockading Squadron, under Rear-Admiral Porter, U. S. N., 1864–1865.
     - James River Squadron, under Flag-Officers Mitchell and Semmes, C. S. N.
     - * Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Pinkney, C. S. N.

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* The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.



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5. Atlantic Blockading Squadron, 1861–1865—Continued.

North Atlantic Blockading Squadron, under Acting Rear-Admiral Radford, U. S. N., 1865.
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* Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Ingraham, C. S. N.
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* Mississippi River Defenses, under Flag-Officer Lynch, C. S. N.
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Mississippi Squadron, under Acting Rear-Admiral Lee, U. S. N., 1864–1865.
* Naval Defenses of Red River, Louisiana, under Lieutenant J. H. Carter, C. S. N.

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* The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

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*UNITED STATES VESSELS OF WAR SERVING IN THE MISSISSIPPI SQUADRON JAN. 1, TO SEPT. 6, 1865.*

| Name. | Rate. | Tonnage. | Class. | Guns. |
|---|---|---|---|---|
| Abraham | Fourth | 800 | Inspection boat | 0 |
| Abeona | Fourth | 206 | Side-wheel steamer | 10 |
| Alexandria | Fourth | 60 | Paddle-wheel steamer | 2 |
| Alfred Robb | Fourth | 86 | do | 4 |
| Argosy | Fourth | 219 | do | 8 |
| Avenger | Fourth | 750 | Ram | 6 |
| Benefit | Fourth | 52 | Naval transport | 2 |
| Benton | Fourth | 1,033 | Ironclad | 16 |
| Black Hawk | Third | 902 | Side-wheel steamer | 16 |
| Brilliant | Fourth | 226 | Stern-wheel steamer | 8 |
| Carondelet | Fourth | 512 | Ironclad | 11 |
| Champion | Fourth | 115 | Paddle-wheel steamer | 5 |
| Chillicothe | Fourth | 203 | Ironclad | 3 |
| Choctaw | Third | 1,004 | Side-wheel steamer | 8 |
| Cincinnati | Fourth | 512 | Ironclad | 13 |
| Collier | Fourth | 177 | Side-wheel steamer | 9 |
| Colossus | Fourth | 183 | Stern-wheel steamer | 7 |
| Cricket | Fourth | 156 | Paddle-wheel steamer | 7 |
| Curlew | Fourth | 196 | do | 8 |
| Dahlia | Fourth | 50 | Paddle-wheel steamer (tug) | 0 |
| Daisy | Fourth | 50 | Screw steamer (tug) | 0 |
| Essex | Fourth | 614 | Ironclad | 12 |
| Exchange | Fourth | 211 | Paddle-wheel steamer | 7 |
| Fairplay | Fourth | 156 | do | 8 |
| Fairy * | Fourth | 173 | do | 8 |
| Fawn | Fourth | 174 | do | 7 |
| Fern | Fourth | 50 | Screw steamer (tug) | 0 |
| Forest Rose | Fourth | 260 | Stern-wheel steamer | 8 |
| Fort Hindman | Fourth | 286 | Paddle-wheel steamer | 7 |
| Gamage | Fourth | 187 | do | 9 |
| Gazelle | Fourth | 117 | do | 6 |
| General Bragg | Fourth | 950 | Side-wheel steamer | 2 |
| General Burnside | Fourth | 201 | Paddle-wheel steamer | 5 |
| General Grant | Fourth | 204 | do | 5 |
| General Lyon | Fourth | 468 | do | 3 |
| General Pillow | Fourth | 38 | Side-wheel steamer | 2 |
| General Price | Fourth | 38 | do | 4 |
| General Sherman | Fourth | 187 | Paddle-wheel steamer | 5 |
| General Thomas | Fourth | 184 | do | 5 |
| Grampus | Fourth | 300 | Receiving ship | 0 |
| Great Western | Fourth | 800 | do | 3 |
| Grossbeak | Fourth | 196 | Side-wheel steamer | 7 |
| Hastings | Fourth | 293 | Paddle-wheel steamer | 8 |
| Huntress | Fourth | 138 | do | 6 |
| Hyacinth | Fourth | 50 | Paddle-wheel steamer (tug) | 0 |
| Ibex | Fourth | 235 | Paddle-wheel steamer | 8 |
| Indianola | Fourth | 511 | Side-wheel steamer | 4 |
| Ivy | Fourth | 50 | Screw steamer (tug) | 0 |
| Judge Torrence | Fourth | 700 | Side-wheel steamer | 2 |
| Juliet | Fourth | 157 | Stern-wheel steamer | 6 |
| Kate | Fourth | 242 | do | 10 |
| Kenwood | Fourth | 232 | Paddle-wheel steamer | 6 |
| Lafayette | Third | 1,000 | do | 10 |
| Laurel | Fourth | 50 | Screw steamer (tug) | 0 |
| Lexington | Fourth | 448 | Side-wheel steamer | 7 |
| Little Rebel | Fourth | 151 | Screw steamer (ram) | 4 |
| Louisville | Third | 527 | Ironclad | 13 |
| Manayunk | | | Deep-draft monitor, screw steamer | 0 |
| Manhattan | Fourth | 1,034 | Light-draft monitor, screw steamer | 2 |
| Marietta | | | Gunboat | 0 |
| Marmora | Fourth | 207 | Stern-wheel steamer | 8 |
| Mignonette | | 50 | Steamer (tug) | 0 |
| Mist | Fourth | 232 | Stern-wheel steamer | 7 |
| Mistletoe | | 50 | Steamer (tug) | 0 |
| Moose | Fourth | 189 | Paddle-wheel steamer | 10 |
| Mound City | Third | 512 | Ironclad | 14 |
| Myrtle | | 60 | Double-screw steamer | 0 |
| Naiad † | Fourth | 185 | Paddle-wheel steamer | 8 |
| Naumkeag | Fourth | 250 | do | 6 |
| Neosho | Fourth | 523 | Ironclad | 4 |
| New Era | Fourth | 157 | Stern-wheel steamer | 6 |
| New National | Fourth | 379 | Paddle-wheel steamer | 1 |
| Nymph | Fourth | 171 | do | 8 |
| Oriole | Fourth | 136 | Stern-wheel steamer | 0 |
| Osage | Fourth | 523 | Ironclad | 2 |
| Ouachita | Fourth | 720 | Paddle-wheel steamer | 39 |
| Ozark | Fourth | 578 | Ironclad | 7 |
| Pansy | Fourth | 50 | Paddle-wheel steamer (tug) | 0 |
| Paw Paw | Fourth | 175 | do | 8 |
| Peosta | Fourth | 233 | do | 14 |

* Formerly Maria.

† Formerly Princess.



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*UNITED STATES VESSELS OF WAR SERVING IN THE MISSISSIPPI SQUADRON JAN. 1, TO SEPT. 6, 1865*—Continued.

| Name. | Rate. | Tonnage. | Class. | Guns. |
|---|---|---|---|---|
| Peri * | Fourth | 159 | Paddle-wheel steamer (tug) | 8 |
| Pittsburg | Third | 512 | Ironclad | 14 |
| Prairie Bird | Fourth | 171 | Paddle-wheel steamer | 8 |
| Red Rover | Fourth | 787 | Side-wheel steamer | 1 |
| Reindeer | Fourth | 212 | Paddle-wheel steamer | 6 |
| Robb † | | | | |
| Romeo | Fourth | 175 | Stern-wheel steamer | 6 |
| St. Clair | Fourth | 203 | do | 8 |
| Samson | Fourth | 600 | Steamer (tug) | 0 |
| Sandusky | | | Ironclad | 0 |
| Sibyl ‡ | Fourth | 176 | Paddle-wheel steamer | 8 |
| Silver Cloud | Fourth | 236 | do | 6 |
| Silver Lake | Fourth | 212 | Stern-wheel steamer | 6 |
| Siren § | Fourth | 232 | Paddle-wheel steamer | 8 |
| Springfield | Fourth | 146 | do | 6 |
| Tempest | Fourth | 161 | Wooden steamer | 10 |
| Tennessee | Third | | Ironclad | 7 |
| Tensas | Fourth | 150 | Paddle-wheel steamer | 2 |
| Thistle | Fourth | 50 | Paddle-wheel steamer (tug) | 0 |
| Tuscumbia | Fourth | 565 | Ironclad | 5 |
| Tyler | Fourth | 575 | Side-wheel steamer | 14 |
| Umpqua | | | Light-draft monitor | 0 |
| Victory | Fourth | 160 | Paddle-wheel steamer | 6 |
| Vindicator | Third | 750 | Ram | 13 |
| Volunteer | Fourth | 209 | Side-wheel steamer | 5 |
| Wm. H. Brown | Fourth | 235 | Paddle-wheel steamer | 2 |
| Yuma | | | Light-draft monitor | |

* Formerly Reindeer.
† See Alfred Robb.
‡ Formerly Hartford.
§ Formerly White Rose.

*UNITED STATES SUPPLY AND STORE VESSELS ENGAGED IN SUPPLY DUTY—1861–1865.*

| Name. | Rate. | Tonnage. | Class. | Guns. |
|---|---|---|---|---|
| A. Houghton | Fourth | 326 | Bark | 2 |
| Addie M. Haines | | 85 | Schooner | |
| Adela | Fourth | 583 | Side-wheel steamer | 7 |
| Admiral * | | | | |
| Althea | Fourth | 72 | Screw steamer | 1 |
| Ann S. Davenport | | | | |
| Aries | Third | 820 | Screw steamer | 7 |
| Arkansas | Third | 752 | do | 6 |
| Augusta Dinsmore | Third | 834 | do | 2 |
| Bermuda | Fourth | 1,238 | do | 3 |
| Blackstone | | 216 | Schooner | |
| Brandywine | Second | 1,726 | Sailing ship | 0 |
| Circassian | Fourth | 1,750 | Screw steamer | 6 |
| C. P. Williams | Fourth | 210 | Mortar schooner | 3 |
| Columbia | Fourth | 503 | Screw steamer | 7 |
| Connecticut | Second | 1,800 | Side-wheel steamer | 12 |
| Courier | Fourth | 554 | Sailing ship | 3 |
| David Faust | | | Steamer | |
| Donegal | Fourth | 1,124 | Side-wheel steamer | 4 |
| Emma | Fourth | 350 | Screw steamer | 8 |
| Fahkee | Fourth | 699 | do | 5 |
| Faith | | | | |
| Fanny † | Fourth | 196 | Side-wheel steamer | 7 |
| Fearnot | Fourth | 1,012 | Sailing ship | 6 |
| Fort Morgan | Fourth | 1,248 | Screw steamer | 5 |
| G. W. Poultney | | | | |
| Honduras | Fourth | 376 | Side-wheel steamer | 4 |
| Hope | Fourth | 134 | Schooner | 1 |
| Huntsville | Third | 840 | Screw steamer | 3 |
| J. C. Kuhn | Fourth | 888 | Bark | 2 |
| John Lenthall | | 122 | Schooner | |
| Kensington | Third | 1,052 | Screw steamer | 3 |
| Maggie van Duzer | | 134 | Schooner | |
| Mary Elizabeth | | 85 | do | |
| Massachusetts | Second | 1,155 | Screw steamer | 5 |
| Memphis | Third | 791 | do | 7 |
| Mount Vernon | Fourth | 625 | do | 5 |
| National Guard | Fourth | 1,046 | Sailing ship | 4 |

* Later Fort Morgan.
† Later Grossbeak.

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*UNITED STATES SUPPLY AND STORE VESSELS ENGAGED IN SUPPLY DUTY—1861–1865*—Continued.

| Name. | Rate. | Tonnage. | Class. | Guns. |
|---|---|---|---|---|
| New Berne | Fourth | 948 | Screw steamer | 6 |
| Nightingale | Fourth | 1,066 | Ship | 4 |
| Ocean Wave | | 117 | Schooner | |
| Oleander | Fourth | 246 | Side-wheel steamer | 2 |
| Paramount | | 497 | Bark | |
| Queen | Fourth | 630 | Screw steamer | 7 |
| Rachel Seaman | Fourth | 303 | Schooner | 2 |
| Release | Fourth | 327 | Bark | 3 |
| Relief | Fourth | 468 | Sailing ship | 3 |
| Rhode Island | Second | 1,517 | Side-wheel steamer | 11 |
| Sea Foam | Fourth | 251 | Brigantine | 3 |
| South Carolina | Third | 1,165 | Screw steamer | 8 |
| Supply | Fourth | 547 | Sailing ship | 4 |
| Tennessee | Third | 1,275 | Side-wheel steamer | 5 |
| Union | Third | 1,114 | Screw steamer | 4 |
| Vanderbilt | Second | 3,360 | Side-wheel | 15 |
| Vermont | First | 2,633 | Ship of the line | 24 |
| Victoria | Fourth | 254 | Screw steamer | 3 |
| Vincennes | Third | 700 | Ship | 19 |
| Wilderness | Fourth | 300 | Side-wheel steamer | 4 |
| William Badger | Fourth | 334 | Sailing ship | 1 |
| Wyandank | Fourth | 399 | Side-wheel steamer | 2 |

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# 1861.

## JANUARY.

| Sun. | M. | T. | W. | T. | F. | Sat. |
|---|---|---|---|---|---|---|
| .. | .. | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 | .. | .. |

## FEBRUARY.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | .. | .. | .. | 1 | 2 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | .. | .. |

## MARCH.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | .. | .. | .. | 1 | 2 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | .. | .. | .. | .. | .. | .. |

## APRIL.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | .. | .. | .. | .. |

## MAY.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | .. | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | .. |
| .. | .. | .. | .. | .. | .. | .. |

## JUNE.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | .. | .. | .. | .. | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | .. | .. | .. | .. | .. | .. |

## JULY.

| Sun. | M. | T. | W. | T. | F. | Sat. |
|---|---|---|---|---|---|---|
| .. | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 | .. | .. | .. |

## AUGUST.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | .. | .. | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |

## SEPTEMBER.

| | | | | | | |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | .. | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. |

## OCTOBER.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 | .. | .. |

## NOVEMBER.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | .. | .. | .. | 1 | 2 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| .. | .. | .. | .. | .. | .. | .. |

## DECEMBER.

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|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. |

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# 1862.

## JANUARY.

| Sun. | M. | T. | W. | T. | F. | Sat. |
|---|---|---|---|---|---|---|
| .. | .. | .. | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | .. |

## FEBRUARY.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | .. | .. | .. | .. | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | .. |
| .. | .. | .. | .. | .. | .. | .. |

## MARCH.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | .. | .. | .. | .. | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | 31 | .. | .. | .. | .. | .. |

## APRIL.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | .. | .. | .. |

## MAY.

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|---|---|---|---|---|---|---|
| .. | .. | .. | .. | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| .. | .. | .. | .. | .. | .. | .. |

## JUNE.

| | | | | | | |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | .. | .. | .. | .. | .. |

## JULY.

| Sun. | M. | T. | W. | T. | F. | Sat. |
|---|---|---|---|---|---|---|
| .. | .. | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 | .. | .. |

## AUGUST.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | .. | .. | .. | 1 | 2 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | .. | .. | .. | .. | .. | .. |

## SEPTEMBER.

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|---|---|---|---|---|---|---|
| .. | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. |

## OCTOBER.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | .. | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | .. |

## NOVEMBER.

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|---|---|---|---|---|---|---|
| .. | .. | .. | .. | .. | .. | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | .. | .. | .. | .. | .. | .. |

## DECEMBER.

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| .. | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 | .. | .. | .. |

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# 1863.

## JANUARY.

| Sun. | M. | T. | W. | T. | F. | Sat. |
|---|---|---|---|---|---|---|
| .. | .. | .. | .. | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |

## FEBRUARY.

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|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| .. | .. | .. | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. |

## MARCH.

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| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. |

## APRIL.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | .. | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | .. | .. |

## MAY.

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| .. | .. | .. | .. | .. | 1 | 2 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | .. | .. | .. | .. | .. | .. |

## JUNE.

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|---|---|---|---|---|---|---|
| .. | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | .. | .. | .. | .. |

## JULY.

| Sun. | M. | T. | W. | T. | F. | Sat. |
|---|---|---|---|---|---|---|
| .. | .. | .. | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | .. |

## AUGUST.

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|---|---|---|---|---|---|---|
| .. | .. | .. | .. | .. | .. | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | 31 | .. | .. | .. | .. | .. |

## SEPTEMBER.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. |

## OCTOBER.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | .. | .. | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |

## NOVEMBER.

| | | | | | | |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | .. | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. |

## DECEMBER.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 | .. | .. |

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# 1864.

## JANUARY.

| Sun. | M. | T. | W. | T. | F. | Sat. |
|---|---|---|---|---|---|---|
| .. | .. | .. | .. | .. | 1 | 2 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | .. | .. | .. | .. | .. | .. |

## FEBRUARY.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | .. | .. | .. | .. | .. |

## MARCH.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 | .. | .. |
| .. | .. | .. | .. | .. | .. | .. |

## APRIL.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | .. | .. | .. | 1 | 2 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| .. | .. | .. | .. | .. | .. | .. |

## MAY.

| | | | | | | |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | .. | .. | .. | .. |

## JUNE.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | .. | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | .. | .. |

## JULY.

| Sun. | M. | T. | W. | T. | F. | Sat. |
|---|---|---|---|---|---|---|
| .. | .. | .. | .. | .. | 1 | 2 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| 31 | .. | .. | .. | .. | .. | .. |

## AUGUST.

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|---|---|---|---|---|---|---|
| .. | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 | .. | .. | .. |

## SEPTEMBER.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | .. | .. | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | .. |
| .. | .. | .. | .. | .. | .. | .. |

## OCTOBER.

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|---|---|---|---|---|---|---|
| .. | .. | .. | .. | .. | .. | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | 31 | .. | .. | .. | .. | .. |

## NOVEMBER.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | .. | .. | .. |

## DECEMBER.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | .. | .. | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |

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# 1865.

## JANUARY.

| Sun. | M. | T. | W. | T. | F. | Sat. |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. |

## FEBRUARY.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | .. | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | .. | .. | .. | .. |

## MARCH.

| | | | | | | |
|---|---|---|---|---|---|---|
| .. | .. | .. | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | .. |

## APRIL.

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# NAVAL FORCES ON WESTERN WATERS.

FROM JANUARY 1 TO SEPTEMBER 6, 1865.

91269°—N W R—VOL 27—15——1



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# NAVAL FORCES ON WESTERN WATERS.

## FROM JANUARY 1 TO SEPTEMBER 6, 1865.

*Detailed report of Lieutenant-Commander Greer, U. S. Navy, regarding the purchase of ten vessels for the Mississippi Squadron.*

U. S. S. BLACK HAWK,
*Paducah, Ky., January 1, 1865.*

ADMIRAL: I have the honor to make the following detailed report of the manner in which I have executed your orders of November 23, 1864. The following extract from my letter to you, dated December 2, explains the course pursued in the making of the contract at Cincinnati, Ohio:

After making enquiry with as much secrecy as practicable as to who would be likely to offer to take the contract, we (Paymaster Jackson and myself), under a pledge of secrecy from the parties, made known the nature of said contract to Connelly & Maloy, Mr. William H. Lope, of the firm of J. G. Hendricks & Co., and to Mr. Joseph Brown. Mr. Lope made no proposal; Connelly & Maloy made as follows: "To alter stern-wheel boats when new or nearly so, for each boat, $23,800. For extra (stern) casemate on side-wheel boats, $1,150." The gentlemen said they could not get the first boat out in less than five or six weeks, and also that the promptness with which the work on the other boats could be done depended on their getting a portion at least of their money promptly from the Government. Mr. Joseph Brown proposed "to alter and repair the stern-wheel boats for $24,550. For stern casemate on side-wheel boats, $1,285." He also agreed to turn over to Government each boat completely fitted within one month from the time they were placed in his hands, and assured us that he has ample means to commence and go right on with the work. After weighing everything in our minds we have concluded that his offer, although a little higher than Connelly & Maloy's, is the most advantageous, and have therefore made the contract with him with a few exceptions. * * *

We have also modified the original draft of the contract so that the side casemate shall be 4 instead of 6 inches thick, and have changed those around the boilers and engines to 6 instead of 4 inches, thus obtaining a better disposition of weight. We have inserted a clause which should a boat be found strong enough to bear safely a side casemate of 6 instead of 4 inches, the contractor will place it on with an additional charge of $500, which is the difference between cost of the two sizes. The 4-inch casemate has this advantage, that dry wood that size can be obtained, whereas the 6-inch would be green, and hence more weighty.

We then, after examining a number of boats, made the following purchases at Cincinnati: (1) *Fanny* (side-wheel), of Captain Stein, for $33,500, on December 3, and turned her over to Mr. Brown December 5, 1864. (2) *Colossus* (stern-wheel), of Captain Hunkle, for $32,900, on December 6, and turned her over to Mr. Brown December 7. (3) *Allen Collier* (stern-wheel), of John Swassey & Co., for $35,000, on December 7, and turned her over to Mr. Brown December 8. (4) *Florence Miller* (stern-wheel), of John Swassey & Co., for $40,000, on December 7, and turned her over to Mr. Brown December 10. (5) *Ohio Valley* (stern-wheel), of Theo. Johnson, for $41,950, delivered at Mound City, Ill., on December 10. This boat

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left Cincinnati December 11, having on board the furniture and fittings, with a few exceptions (which are noted on the inventories sent), of the first four boats purchased and was delivered safely to the authorities at Mound City, Ill. After making the purchases I visited Gettysburg, Louisville, and New Albany, but found no boats other than those seen at Cincinnati which fulfilled the conditions required by my instructions. I, with the other officers connected with this duty, returned to Cincinnati and made the following purchases: (6) *Abeona* (stern-wheel), of Marine Buoy and Dock Company, for $37,000, on December 21, and turned her over to Mr. Brown December 24. (7) *Willie Gamage* (stern-wheel), of the Brothers Collier, for $35,000, on December 22, and turned over to Mr. Brown on December 27. (8) *Kate Porter* (stern-wheel), of J. B. Porter & Son, for $37,500, on December 22, and turned her over to Mr. Brown December 27. (9) *Mist* (stern-wheel), of John G. Isham, for $37,500, on December 23, to be delivered to naval authorities at Mound City. She sailed for that place on December 23. (10) *Tempest* (side-wheel), of Joseph Brown, for $55,000, on December 29, and turned her over to Mr. Brown on December 30. I have had the furniture and fittings belonging to the four of the five last boats that have been turned over to Mr. Brown boxed up and stowed on board the *Grampus*, giving her commanding officer orders to forward them to Mound City by the *Fanny*, which boat will go down about January 1, 1865. Accompanying this I send the reports of Acting Fleet Engineer Bickerstaff and Acting Naval Constructor Kendall to me, and also a copy of the specifications of each boat purchased and taken from the books of the Government inspector. I left Mr. Bickerstaff and Mr. Kendall in Cincinnati to await further orders from you. I deem their presence there as of service in seeing the boats fitted out. Mr. Bickerstaff is also engaged in obtaining engineers for the boats. In this whole matter I have acted as I thought best for the interests of the service, and the nonprocurement of as many side-wheel boats as was desired was because there were none of the right kind to be found. After the purchase of the *Fanny* it was found that an omission had been in the contract about the altering of the guards of side-wheel boats. This was remedied by a special contract with Mr. Brown for the *Fanny*. Copies of this, as well as the contract papers, I forwarded to you from Cincinnati. No additional charge will be made for altering guards of *Tempest*.

Very respectfully, your obedient servant,

JAMES A. GREER,
*Lieutenant-Commander.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting letter from Major-General Canby, U. S. Army, and general order issued to meet his wishes regarding restriction of trade.*

MISSISSIPPI SQUADRON, FLAGSHIP FAIRY,
*Chickasaw, Miss., [Ala.], January 1, 1865.*

SIR: I transmit enclosed (1) a copy of a letter from Major-General E. R. S. Canby, dated December 13, and delivered to me at this point

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by Captain Barrett of his staff on the 27th December; and (2) a copy of my general order of 29th December, which I issued to meet the views of General Canby, and give the naval cooperation which he desired.

Trusting that my course in this respect will meet the Department's approval and respectfully requesting that I may be favored with the Department's views on this important subject as early as may be convenient,

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosures.]

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
*New Orleans, La., December 13, 1864.*

SIR: I have the honor to enclose a copy of the general order from these headquarters in relation to the trade with the insurrectionary districts, licensed by the President's order of September 24, 1864, and to request that you will give such orders or suggest any to be given by me, as may in your opinion be necessary to insure a proper understanding and harmony between the naval and military commanders on the Mississippi River.

Under the strictest guard the intercourse authorized by these regulations will greatly embarrass military operations by the facility which it gives to spies, traitors, boat burners, and others to pass and repass the lines and communicate information to the enemy with regard to military operations, and I have the honor to invite your attention to the following points:

1. As the purchasing agent of the Treasury Department can know nothing of pending or prospective military operations in the district in which his permit is to take effect, I request that you will instruct the commanders of gunboats in your squadron not to permit persons holding these to land from gunboats unless they have the corresponding permit and safe-conduct from the proper military authority, as prescribed in paragraphs 1 and 7.

2. As communication with the Red River and its tributaries would greatly embarrass military operations in that section of the country, I request that you will instruct commanders of gunboats not to allow any boats to enter Red River, unless the permit has your approval and my own. I will communicate fully with you in regard to operations on these rivers.

3. That the commanders of gunboats be instructed to suspend the effect of the safe-conduct and permit under the circumstances prescribed in paragraph 5.

4. That the commanders of gunboats be instructed to limit passes given by them to parties to come within the lines to the cases prescribed in paragraph 6.

We have now within our lines on the Mississippi more than ten thousand enemies, quiet, because they have no power to do mischief, but who will be stimulated into zealous activity by the opportunity now afforded by this trade—of communicating information and

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furnishing aid to the rebels beyond the lines—and hence the necessity for preventing any abuse of the license given by the President's order.

Very respectfully, sir, your obedient servant,

ED. R. S. CANBY,
*Major-General.*

Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

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GENERAL ORDER No. 23.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP FAIRY,
*Tennessee River, December 29, 1864.*

I. The attention of divisional, commanding, and other officers of this squadron is called to General Order No. 80, including the Executive order of September 24, 1864, issued by Major-General Canby and considerately furnished by him to the naval vessels on the Mississippi, and they are instructed to cooperate cordially, as far as properly concerns the Navy, with the military and Treasury authorities in carrying out its provisions, that the policy of the Government and the harmony and efficiency of the public service may be promoted.

II. To prevent embarrassment to military operations by the facility with which spies, traitors, boat burners, and others may pass and repass the lines and communicate information to the enemy with regard to military operations, divisional, commanding, and other navy officers concerned in the execution of this squadron order, are, at the instance of the major-general commanding, instructed as follows:

1. As the purchasing agent of the Treasury Department can know nothing of pending or prospective military operations in the district in which his permit is to take effect, persons holding these permits will not be permitted to land from gunboats unless they have the corresponding permit and safe-conduct of the proper military authority, as described in paragraphs 1 and 7, of Major-General Canby's General Order No. 80.

2. No boat can be allowed to enter Red River unless the permit has the approval of Major-General Canby and myself.

3. Divisional officers and the commanders of gunboats are instructed to suspend the effect of the safe-conduct and permit, under the circumstances prescribed in paragraph 5, of Major-General Canby's General Order No. 80 (but in each case a full report of all the circumstances will be promptly made to me, and a copy of it sent at once to General Canby, by the divisional officer).

4. Divisional officers and the commanders of gunboats are instructed to limit passes given by them to parties to come within the lines to the cases prescribed in paragraph 6, of Major-General Canby's General Order No. 80. (Such deserters and refugees as are therein referred to will be immediately turned over to the nearest military commander, with a clear and sufficient written statement of each case; and a semimonthly report of the same will be made to me.)

III. The command of Major-General E. R. S. Canby, which is designated as the Military Division of West Mississippi, comprises

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four departments, namely, the Department of the Gulf, the Department of Arkansas, the Department of Missouri, and the Department of Mississippi.

1. The Department of the Gulf, Major-General N. P. Banks, commanding, consists of all points held or that may be held by the United States forces on the Gulf of Mexico, from Key West, Florida, to the Mexican lines, and all the United States forces serving in the States of Louisiana and Texas south of Red River, and all troops on both sides of the Mississippi River south of the mouth of the Red River.

2. The Department of Arkansas, Major-General J. J. Reynolds, commanding, consists of the State of Arkansas.

3. The Department of Missouri, Major-General Dodge, commanding, consists of the State of Missouri.

4. The Department of Mississippi, Major-General N. J. T. Dana, commanding, consists of all points held by the United States forces on the east bank of the Mississippi River north of the mouth of Red River, which includes the posts of Natchez, Miss.; Vicksburg, Miss.; Memphis, Tenn.; Columbus, Ky.; and Cairo, Ill.

IV. Commanders of supply vessels, transports, and towboats, belonging to or in the service of the Navy, are allowed to receive on board persons belonging to the Navy and moving under naval authority, but no other person whatever, without written authority in each case, from myself or from Commodore J. W. Livingston, commanding naval station, Mound City, or from a divisional officer. Commanders of vesssels referred to in this paragraph will make a written report to me of all their passengers for each trip, giving the names, rank of navy (and army) officers, a classified statement of rated persons in the Navy, and the names and residences of citizens, stating when and where they were received and landed, and by what authority; but no person not belonging to the Navy will be landed from these vessels on any gunboat, except by orders from Commodore Livingston, the divisional commander, or myself, and no other person shall be landed anywhere below Cairo, except on the Mississippi, and then only after the previous written approval of this naval permit by the army officer commanding the department of the district in which the landing is to be made.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports of the burning of warehouse at Tiptonville, Tenn., January 1, 1865.*

FLAGSHIP BLACK HAWK,
*Mound City, March 22, 1865.*

SIR: I transmit enclosed, for the information of the Department, copies of correspondence regarding the burning of two buildings and a wood pile at Tiptonville, Tenn., on January 1, by Acting Master A. C. Sears, commanding *New Era*, by order of Lieutenant-Commander Mitchell, commanding Eighth District, viz:

(1*) February 25, J. Olney, Cairo, enclosing statement of J. D. Davis, as to the burning of his buildings at Tiptonville, and certifi-

* Not necessary to publish.

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cate of citizens and two naval officers as to Mr. Davis's loyalty and standing.

(2) March 5, Lieutenant-Commander Mitchell, report in relation to above, made in answer to my reference to him of No. 1 and its enclosures.

(3) March 18, Acting Master Sears, report made in reply to a call from me of his action in case.

Rear-Admiral Porter's General Order No. 2 directs that any vessel that may be fired on by guerrillas or other persons, will do all the damage in her power to repress the outrageous practice of guerrilla warefare.

The papers enclosed explain the case.

I have the honor to be, sir, very respectfully yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosures.]

U. S. S. SIBYL, *March 5, 1865.*

SIR: I have the honor to report the following circumstances connected with the burning of the warehouse at Tiptonville and the reasons therefor.

On the 31st of December last, on the way down river, stopped at Columbus, Ky., where I was informed by Colonel McArthur, commanding post, that the transport *Silver Moon* had reported that in landing at the wood yard at Tiptonville, she had been fired upon by fifteen guerrillas from behind the wood pile near the warehouse, and only saved the vessel from capture by immediately backing out into the stream. As General Veatch and staff were on board and wished to reach Memphis as soon as possible, I did not stop to investigate the affair myself, but ordered up Captain Sears, instructing him, if he found the facts to be as stated, to burn the balance of the wood pile, also the warehouse and store on the bank of the river.

I have not received any report from Captain Sears in regard to the execution of that order.

The statement that Mr. Davis makes through his agent, that "no boat had been fired into by guerrillas or others at Tiptonville since the war commenced," is substantially untrue.

Tiptonville has always been regarded as a dangerous place ever since I have been on the river, on account of the disloyalty of the people, and from the fact that the country in that vicinity has been continually infested with guerrillas, and no steamer would land there without the protection of a gunboat.

In July last the steamer *St. Patrick* was decoyed into the landing by some citizens on shore, and an attempt was made by the notorious rebel Cushman and his command to capture her. Until the steamer landed they were concealed behind this warehouse belonging to Mr. Davis, and had not the U. S. S. *Huntress* come up at the time, they would have succeeded in capturing her. An account of this case can be found by reference to the log of the *Huntress*.

Had I not been away from the Eighth District at the time, I should have burned the houses, such being the custom of the squadron in

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similar cases. I am considerably surprised that two officers of the *Huntress*, who were present at the attempted capture of the *St. Patrick*, should have indorsed the false statement of the citizens of Tiptonville.

I am satisfied that the commanding officer of the *New Era* did just as I should have done under the circumstances in the present case.

I am, sir, very respectfully, your obedient servant,

JOHN G. MITCHELL,
*Lieutenant-Commander, Comdg. 7th Dist. Miss. Squadron.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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U. S. S. NEW ERA, *March 18, 1865.*

SIR: Agreeably to your order, I would state that by order of Lieutenant-Commander J. G. Mitchell I landed at Tiptonville on the 1st of January and burned two small houses and a woodpile. The reason he gave me was that guerrillas had fired on a boat passing there a few days before, and he ordered me to destroy the houses immediately on the bank and the woodyard.

Very respectfully, your obedient servant,

AMASA C. SEARS,
*Acting Master, Commanding.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*Correspondence and reports regarding cooperation with the Army in the upper Tennessee River, January 2–21, 1865.*

[Telegram.]

FLAGSHIP FAIRY,
*Eastport, Miss., via Paducah, January 2, 1865.*

I respectfully suggest that, if consistent with your plans and views, Forrest and his gang be entirely cleaned out of western Kentucky and Tennessee, and that if Johnsonville is to be reoccupied a small magazine be built for the use of the naval forces there and one or more small effective earthworks be constructed on the west side of the river.

S. P. LEE,
*Acting Rear-Admiral.*

Major-General G. H. THOMAS.

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[Telegram.]

FLAGSHIP FAIRY,
*Eastport, Miss., via Paducah, January 2, 1865.*

Your two telegrams received of the 25th and 26th to-day. There are five army transports and two barges here. General Croxton's

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command came here last night. Hood is reported to have crossed at the foot or over Big [Great] Mussel Shoals. This river has fallen 9 feet and is still falling, preventing continuance of operations above Waterloo. Pity your cipher operator left me. Of course Hood being near Corinth (which deserters say he is fortifying), attracted by your transports, will annoy this part of the river. Would like to know your plans so far as naval cooperation is concerned. How can you communicate confidentially?

S. P. LEE,
*Acting Rear-Admiral.*

Major-General THOMAS.

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[Telegram.]

PULASKI, *January 2, 1865.*

Your telegram of this date is received. My troops will concentrate as rapidly as possible at Eastport, Tennessee River, preparatory to a continuance of the campaign, and I shall be there myself about the latter part of this week or the beginning of next week, going by water from Nashville. I shall be much obliged if you will make arrangements to convoy transports up the river to Eastport, keeping the river open if possible. I will make an early effort to replace your cipher operator, so that we may again be able to communicate confidentially.

Your second dispatch of this date is just received. Your suggestions with reference to the magazine and earthworks at Johnsonville will be carried out as soon as possible.

G. H. THOMAS,
*Major-General.*

Admiral S. P. LEE,
*Commanding Mississippi Squadron, Flagship Fairy.*

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[Telegram.]

MISSISSIPPI SQUADRON, FLAGSHIP FAIRY,
*Clifton, Tenn., January 3, 1865.*

Your telegram of January 2, from Pulaski, just received. I have sent Acting Fleet Captain Babcock down to arrange convoys especially for you. Would go myself to meet you, but believe you would prefer me to push operations here. Schofield has arrived; I am rejoiced at your coming.

S. P. LEE,
*Acting Rear-Admiral.*

Major-General G. H. THOMAS,
*Pulaski, Tenn.*

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**Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting letter from Major-General Thomas, U. S. Army, regarding results of operations in Tennessee, and acknowledging cooperation.**

MISSISSIPPI SQUADRON, FLAGSHIP FAIRY,
*Clifton, Tenn., January 3, 1865.*

SIR: Intelligent escaped prisoners report that Hood crossed the Tennessee at Bainbridge, 6 miles above Florence, above Little

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Mussel Shoals and at the foot of Big Mussel Shoals. Florence is the head of steamboat navigation, and there Hood crossed last fall, securing his pontoons to the piers of the railroad bridge. General Jackson crossed either at the military ferry, 1 mile below Florence, or above the Mussel Shoals. Bainbridge is not a regular ferry. The rebels boasted to the escaped prisoners that the gunboats could not cross the shoals to reach them, and my pilot declared it was impracticable for the enemy to cross there, owing to the swift water, or for me to get there with the *Neosho*, drawing 5 feet, owing to the swift and shallow water on the Little Mussel Shoals, which are rocky, uneven, and dangerous.

I made a reconnoissance, however, and believe I should have succeeded in reaching Bainbridge with an effective force, capable of destroying Hood's pontoons in spite of all opposition he could make, had not the sudden and rapid fall of the river and the prevalence of a fog constrained the pilot to decline going on Little Mussel Shoals.

I got here to-night to convoy General A. J. Smith's command, 12,000 men, with 6 batteries, to Eastport, Miss., opposite which, on the right bank, we have a cavalry force of 1,500 men. The Army transportation being scant, I shall move as many of the troops as possible on board the gunboats, and hope to comply with General Thomas's request to assist General Smith to make a secure lodgment to-morrow night. This brave officer desires, while landing so near Hood's Army, which is believed to be near by, at Corinth, a sufficient additional force to enable him to operate offensively, and for which he has applied, and I send his dispatch to Paducah to-night.

I am gratified to enclose a copy of General Thomas's last dispatch,* dated December 29, in which he is kind enough to say that the efficient cooperation of the navy on the Tennessee has contributed largely to the demoralization of Hood's army, and the general tenders his hearty thanks for the cordial cooperation of the Navy during the last thirty days. In this important and brief campaign the following great results have been achieved: 14,000 killed, wounded, and prisoners; 19 general officers, killed, wounded, and prisoners; 70 guns taken by the army, besides 2 guns destroyed by the navy; over 3,000 stand of small arms captured; 15 or 20 ammunition wagons abandoned, and a great quantity of ammunition destroyed.

General Smith informs me he never knew such bad weather, etc., as General Thomas's army encountered in the pursuit of Hood. General Croxton, of the cavalry, makes the same report of the bad condition of the roads.

Hood is indebted for the safety of his shattered army to the worst description of winter weather and roads and to crossing the shoals when the river was falling fast, and in a fog. It is confidently predicted that he will not again attempt to recross the Tennessee River.

I ought to mention that the destruction of pontoons and ferry flats at Garner's Ferry, 12 miles below Florence, and, indeed, all along the river from the vicinity of Johnsonville to Florence, a distance of 175 miles, has cut off the retreat of Hood's demoralized and

* See Vol. 26, p. 679.

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scattered army, and filled the woods, as General Croxton informs me, with stragglers, whom his cavalry are constantly capturing.

The operations of the Navy have been active and untiring.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Telegram.]

FLAGSHIP FAIRY,
*Clifton, January 4, 1865.*

Many and hearty congratulations on the various summary of your successes this campaign, in your telegram of 29th ultimo, received at Eastport last evening. Foggy weather and rapidly falling river prevented my reaching and destroying Hood's pontoons at Bainbridge, 6 miles above Florence. Escaped rebel prisoners say the rebels declared the gunboats could not get over the shoals to their pontoon bridge. Hood crossed at Florence last fall, using the bridge piers to secure his pontoons. General [William H.] Jackson's three crossings were at the military ferry, Cars' [Carp's] Creek, 1 mile below Florence, or at Melton's Bluff, 12 miles above Big [Great] Mussel Shoals, and 36 miles above Florence, and at Deposit, 120 miles above Florence. Bainbridge was not a regular ferry, and my clever pilot thought the water too swift there for a crossing. Hood must have been sorely pushed to have resorted to such a place on the shoals. I broke up his ferry at Gaineries [Garner's, Cane Creek], 12 miles below Florence. Hood will probably never venture north of the Tennessee again. My officers and men will be highly gratified, as I am, at your acknowledgment for the cordial cooperation of the Navy during the last thirty days.

S. P. LEE,
*Acting Rear-Admiral.*

Major-General THOMAS.

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[Telegram.]

HEADQUARTERS, TINCLAD STEAMER FAIRY,
*Tennessee River, January 4, 1865.*

In my dispatch of last night I informed you that I had arrived at Clifton and would accompany the first fleet to Eastport. This morning, a few miles below Savannah, I met Admiral Lee coming down with all the transports from Eastport to assist me in getting up. I will now have boats enough to carry about two-thirds of my command, with four batteries and some little transportation. Hood is reported and believed to be at Corinth; if so, my position at Eastport will not be safe without an additional reinforcement. If we had one more corps (say the Fourth), with sufficient cavalry, we could attack, whip, and drive him from the country. I respectfully request this aid. Can you give it to me? General Croxton is at Waterloo, with about 1,500 cavalry only. Having tied up my fleet until my return, I go with Admiral Lee to Clifton and will go to

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Eastport to-morrow with all the men I can carry and try to make a landing. There are rebels in the vicinity of Eastport—in what force could not be determined.

Very respectfully,

A. J. SMITH,
*Major-General.*

Major-General GEORGE H. THOMAS.

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[Telegram.]

FLAGSHIP, TENNESSEE RIVER,
*Clifton, January 4, 1865.*

Twenty miles above this I met General Smith with three of his troops and four of his artillery going up. I brought the five transports and two barges from Eastport, and with my gunboats hope to get half of Smith's artillery and all of his troops, except one division and his transportation, to Eastport to-morrow night. All was quiet there and nothing seen of the enemy except that he was watching us from the heights over Florence, which, until I used a few shell, he seemed disposed to occupy. I will give the cover of an ironclad at Johnsonville until it is fortified, if needed. My suggestions respecting driving Forrest and Lyon from west Tennessee [are] to secure safe transportation on this river, should Major-General E. R. S. Canby call for naval cooperation and the consequent withdrawal of the naval force from the river.

S. P. LEE,
*Rear-Admiral.*

Major-General G. H. THOMAS.

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**Extract from Local Order, No. 15.**

EASTPORT, MISS., *January 7, 1865.*

3d. *Reindeer* and *St. Clair*, in charge of Lieutenant-Commander Greer, will precede the fleet sufficiently to reconnoiter and assist in covering the passage of the convoy at Hamburg, Pittsburg, and Crump's Landings against artillery and against sharpshooters along Chalk Bluff and at Eagle Nest, 5 miles above Clifton.

Hamburg is 22 miles by good military road from Corinth, on the railroad, and Crump's Landing is 8 miles from Purdy, on the railroad.

6th. Should the reconnoitering boats discover sharpshooters, they will take position to drive them away. Should they discover artillery, they will make signal of danger, when convoy will stop and ironclads will go ahead and drive off the artillery.

Along Chalk Bluff is a convenient place for sharpshooters, and there the advance will probably need to take position, heading upstream, to cover transports, by firing along and just back of the top of the cliffs, to drive away sharpshooters. Eagle Nest is a wooded bottom and a resort of sharpshooters.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. A. GREER.

Lieutenant-Commander Greer will take passage in the *Naumkeag* from Clifton.

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[Telegram.]

MISSISSIPPI SQUADRON, FLAGSHIP FAIRY,
*Eastport, Miss., January 7, 1865—11 a. m.*

Your telegram from Pulaski, 31st December, was delivered, after my dispatch on the 3d instant, with one telegram from General A. J. Smith and two from me to you. General Smith is now landing about half his force on the cleared heights back of Eastport, formerly occupied by the enemy and subsequently by our army. Accounts of Hood and Forrest are conflicting. Military reconnoissance yesterday to Iuka heard that Hood and Forrest were moving south on Mobile and Ohio Railroad. Some deserters and country people say that rebels talk of making a stand at Corinth. General A. J. Smith and myself return with the transports to-day to Clifton for remainder of his artillery and troops, except one brigade, in case of part of transportation waiting next and third trip from Clifton.

I will do my best to cover and assist all army movements in this quarter and give strong convoys from Paducah to this place. The military movements here, present and prospective, may cause some, but I hope not much, delay in giving convoy. I recommend that quartermasters be ordered to send no transports without convoy, so long as enemy are in force along or north of Memphis and Charleston Railroad. Forrest's men are annoying the Mississippi.

S. P. LEE,
*Acting Rear-Admiral.*

Major-General GEO. H. THOMAS,
*Pulaski, Tenn.*

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[Telegram.]

PADUCAH, *January 11, 1865.*

I shall be much obliged if you will have your gunboats carry on a lively patrol of the river from Bridgeport to Decatur to prevent, if possible, the escape of the rebel General Lyon and his command across the river.

GEO. H. THOMAS,
*Major-General, U. S. Volunteers, Commanding.*

Captain FORREST,
*Commanding 11th Dist. Miss. Squadron, Bridgeport, Ala.*

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**Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Boyd, U. S. Navy, commanding Ninth District at Eastport, Miss.**

MISSISSIPPI SQUADRON,
*Flagship Fairy, Tennessee River, January 18, 1865.*

SIR: I have ordered the *Neosho*, *Lexington*, and *Pittsburg* to Mound City for repairs. You will have the *Carondelet* and eight tinclads, six now here, viz: *Naumkeag*, *Peosta*, *St. Clair*, *Fairplay*, *Reindeer*, *Silver Lake*. One lieutenant-commander, Fitch, is ordered to [be] sent, and the *Paw Paw* will join you very soon.

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Put six tinclads into lines for a triweekly convoy. Send the *Fair-play*, till relieved by the *Paw Paw*, to cover such trading steamers as General Meredith may send up this river. Assign the *St. Clair* to run between General Thomas's headquarters and Johnsonville with dispatches and to take General Thomas about.

Confer with General Thomas about this, sending her when he desires it. Keep up a supply of coal here and send the empty barges to Lieutenant-Commander Fitch at Smithland and to bring back full ones for use at Paducah and here. Keep the *Volunteer* for towing purposes and make timely requisitions on Commodore Livingston for more coal before the supply at Smithland is exhausted, about which confer with Lieutenant-Commander Fitch.

I am going down and do not expect to return. I expect to go to New Orleans. Address me at Mound City.

Do all you can to cooperate efficiently and harmoniously with the Army.

I have assigned the *Curlew* to surveying purposes on this river and will put Mr. Smith, pilot of this vessel, on board of her; also an old colored pilot, whom you will please have paid for his services.

I desire you to give the Coast-Survey party on board of her every facility for performing this duty, and when it is executed I have ordered the *Curlew* to the Cumberland for a similar service.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander R. BOYD, Jr.,
*Commanding 9th District, Miss. Squadron, Eastport, Miss.*

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**Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of operations at Somerville, Ala.**

FLAGSHIP BLACK HAWK,
*Mound City, January 21, 1865.*

SIR: I transmit enclosed a copy of a telegram from Lieutenant Moreau Forrest, commanding Eleventh District, dated January 17, reporting recent successful operations above Mussel Shoals.

Very respectfully,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure—Telegram.]

BRIDGEPORT, *January 17, 1865.*
(Received at Paducah, Ky., 19th.)

Just arrived. Crossed Colonel Calmon's battalion of cavalry and sent out 200 soldiers. Captured 90 prisoners, 150 horses, and one piece of artillery, and a rebel mail. Burned the town of Somerville, [Ala.] The *Grant* was pierced once, but received no damage.

M. FORREST, *Commanding.*

Admiral LEE, U. S. Navy.

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**Letter of congratulation from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Forrest, U. S. Navy.**

MOUND CITY, *January 21, 1865.*

SIR: Your telegram of 17th instant is received, and I congraulate you on your success at Somerville, [Ala.].

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant MOREAU FORREST,
*Commanding Eleventh District.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting copy of general order issued on receipt of Department's letter regarding protection to loyal owners of plantations.*

MISSISSIPPI SQUADRON, FLAGSHIP FAIRY,
*Chickasaw, Ala., January 3, 1865.*

SIR: The Department's communication of 22d December, requiring special protection for the loyal owners of leased and other river plantations, is received.

Its provisions seem so sufficient for the guidance of all commanding officers that I thought it only necessary, for the present, certainly, to publish it in the enclosed general squadron order.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

GENERAL ORDER No. 26.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP FAIRY,
*Tennessee River, January 3, 1865.*

I. The following order from the Navy Department is communicated for the information and government of divisional, commanding, and all other officers of this squadron:

II. The particular attention of all commanding officers is called to General Order No. 42, of the Navy Department, herewith distributed, which includes the Executive order of September 24, 1864, relative to the purchase of products of insurrectionary States.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

NAVY DEPARTMENT,
*Washington, December 24, 1864.*

SIR: The Secretary of the Treasury requests that the naval force on the Mississippi and its tributaries should render protection to the loyal owners of

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plantations, and also to those plantations which are leased and worked by loyal owners along the river.

General orders have already from time to time been issued to the squadrons to give protection to the persons and property of loyal citizens, and you are especially directed to give such additional orders to those of your command as may be necessary to carry into effect the purpose herein indicated, so far as it can be done without prejudice to the service. It is not expected or intended that these instructions shall interfere with naval operations and movements, but you will, so far as may be consistent with your naval duties, make your force effective in guarding the persons and property of loyal citizens, and especially those engaged on the leased plantations and in the planting business.

Very respectfully,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Cairo, Ill.*

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*Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Greer, U. S. Navy, regarding purchased vessels, and detaching him from the squadron.*

MISSISSIPPI SQUADRON, FLAGSHIP FAIRY,
*Clifton, Tenn., Tennessee River, January 4, 1865.*

SIR: I have received your communication of the 1st instant, with the accompanying papers relating to the purchase of steamboats to be converted into gunboats. I have not had time to thoroughly examine them, but feel sure that they will be satisfactory.

You will proceed to Cincinnati and instruct Acting Fleet Engineer Bickerstaff and Acting Naval Constructor Kendall to inspect carefully each of the gunboats now in the hands of Mr. Brown after they are finished, and if they comply completely with the requirements of the contract, authorize them to receive them on the part of the Government.

Direct Acting Ensign Litherbury to take charge of the boats after they are received and deliver them at the naval station, Mound City, Ill.

Enclosed I send an order to Mr. David Hiner, chief pilot at Mound City, to furnish a pilot to bring the boats from Cincinnati.

Herewith I forward your detachment, to take effect after you have completed the duty at Cincinnati.

Your duties have been willingly and ably performed, and I part with you with sincere regret.

Wishing you success and happiness, I am, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander JAS. A. GREER, U. S. Navy.

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*Letter from Major-General Canby, U. S. Army, to Lieutenant-Commander Foster, U. S. Navy, restricting movement of boats in Red River.*

HDQRS. MILITARY DIV. WEST MISSISSIPPI,
*New Orleans, La., January 4, 1865.*

SIR: Your communication of December 31 has been received. I have no information with regard to the boats you mention, and I be-



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lieve it is not the President's wish that boats should be allowed to pass within the enemy's lines regardless of military operations. I request that you will not allow any others to pass up Red River unless their permits are approved by the admiral and myself.

Very respectfully, your obedient servant,

E. R. S. CANBY,
*Major-General, Commanding.*

Captain J. P. FOSTER,
*Comdg. Third and Fourth Districts, Mouth of Red River.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Lieutenant-Commander Bacon, U. S. Navy, regarding a meeting under flag of truce with Captain Blackburn, C. S. Army, January 6, 1864.*

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
*Mound City, February 15, 1865.*

SIR: The Department's communication of 31st January is received, informing me that the copy of Lieutenant-Commander Bacon's report did not accompany my No. 65, as therein stated.

I regret the omission, which was owing to negligence in my office. I now enclose a copy of a letter from Lieutenant-Commander Bacon, dated February 8, reporting in detail the circumstances briefly stated in the dispatch referred to.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

U. S. S. LOUISVILLE,
*Off Skipwith's Landing, February 8, 1865.*

SIR: I very respectfully report that on the 3d of January, 1865, I received a letter from Captain Joseph Blackburn, C. S. Army, commanding Confederate scouts in Issaquena and Washington counties, Miss., requesting me to meet him under a flag-of-truce for the purpose of coming to some decided understanding in regard to picket firing.

After a deliberate consideration, I concluded to meet him at 11 o'clock on the morning of the 6th of January, at the house of a citizen close to the landing, each to be accompanied by an officer. According to agreement, I met him, accompanied by Lieutenant Freeman, and I was accompanied by Acting Ensign Mead, of this vessel. The meeting and interview were of a pleasant nature. We came to the conclusion that as there was nothing gained on either side by picket firing, and especially with commands of so small a number, that we would cease all picket fire, and, as his force was merely a police guard to protect the citizens against horse and mule

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thieves and guerrillas, he would in no way trouble the negroes at this landing, or persons white or black who came to the landing and asked for protection.

The landing heretofore has been subjected to a series of raids from a Captain Bradford's command of Confederate scouts and other scattering bands, who so thickly infest this section of the country. He further promised that he would in no way molest or disturb unarmed transports along this district. I learned from him that some time ago the captain of the cotton steamer *Poland*, through a second person, told him if he would allow a certain lot of Confederate cotton to come to the bank, he, the captain of the steamer, would bring him from up the river any quantity of clothing, arms, and munitions of war for his (the Confederate) forces. I would have arrested the steamer at once, but knowing that Captain Blackburn's evidence could not be taken, he being in arms against the Government, I concluded to let the matter stand for the present, the same time writing to the gunboat stationed at the point where the steamer *Poland* is to land supplies for plantation use, and that whenever she sends supplies on shore, an officer is to go on board and closely inspect each and every article; and I am in hopes to catch some of these cotton boats in that way, as I can assure you they are a source of great annoyance to the commanders of gunboats in this district. I learned also from Captain Blackburn that negro women were in the habit of traveling up and down the river and bringing mail and medicines concealed about their persons. All the information I gathered from this officer I consider of the greatest importance to me. His command numbers about 90 men; they are all heartily sick of the war, and long for peace; they tell citizens that they are done fighting and don't intend to fight any longer.

Very recently Captain Blackburn has had some trouble with General Wirt Adams, of the C. S. Army. The general, as far as I can find out, has ordered Captain Blackburn out with his command. The difficulty, I believe, is that Captain Blackburn seized some $3,000 worth of sutler's supplies which he, General Adams, was interested in.

I received a letter from Captain Blackburn stating that, in consequence of his removal, our arrangements would be at an end. The reason I mention this difficulty existing between General Wirt Adams and Captain Blackburn is to show that the goods were procured in this district, and I have no idea that they were landed by any other than some small cotton steamer under pretense of getting out cotton. The blockade is now raised and large quantities of cotton are coming in, hundreds of bales have arrived and large shipments of cotton have gone to Cairo and New Orleans. Some of this cotton has been concealed for a long time, and some since the first breaking out of the war. I have entered into particulars to show you how easily contraband trade is to be carried on. My former dispatch did not give the particulars in detail, as I wanted to wait for further action.

Very respectfully, your obedient servant,

GEO. BACON,
*Lieut-Comdr., Comdg. Sixth Dist., Mississippi Squadron.*

Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, suggesting that U. S. ironclads Manhattan and Tennessee be retained in Mobile Bay and four monitors returned to his command.*

MISSISSIPPI SQUADRON, FLAGSHIP FAIRY,
*Eastport, Miss., January 9, 1865.*

SIR: I have just received the Department's communication of 28th ultimo, informing me that Vice-Admiral Farragut states that the rebels still have left a force of ironclads at Mobile, which, except for the monitors received from the Mississippi Squadron, might easily regain possession of the bay, and he therefore thinks it imprudent to remove or withdraw any of the present ironclad force of the West Gulf Squadron.

The Department states that the Mississippi Squadron will, in some measure, be compensated for the loss of these four monitors by receiving the *Manhattan* and *Tennessee*, which Vice-Admiral Farragut sent up before giving up his command.

I beg leave to suggest to the Department that the object mentioned by Vice-Admiral Farragut can be completely provided for if the *Manhattan* and *Tennessee*, now in the lower Mississippi, at Red River, are returned to Mobile Bay and the four light-draft monitors retransferred to this squadron. The former are, comparatively speaking, of very little use in this squadron, owing to their great draft of water, whereas the latter, built and supposed to be expressly adapted for service in these rivers, are available for active operations in the Mississippi, Ohio, and Red rivers and their tributaries, especially in the Tennessee and Cumberland, where the want of their services has been so much felt in this campaign.

It is supposed that these light-draft monitors were sent to Mobile Bay in the expectation that Vice-Admiral Farragut would be able to pass Dog River bar and attack the city, but as the proposed operation has been found impracticable, and the vice-admiral has given up his command, I presume that what remains to be done in that locality for the present, at least, is more of a military than a naval character, and that the only use for ironclads is the single purpose mentioned by the distinguished vice-admiral, of preventing the enemy's reoccupation of Mobile Bay, where there is ample water for the *Manhattan* and *Tennessee*.

I trust that these views will meet the Department's approval, and, in this event, I request that a telegraphic order may be sent to Commodore Livingston, to be forwarded by him by special messenger, directing the *Manhattan* and *Tennessee* to return to Mobile Bay, and on their arrival there, the four light-draft monitors to rejoin this squadron and proceed without delay, two to Memphis and two to Mound City, to await further orders from me.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding measures of retaliation in Old River by Lieutenant-Commander Cornwell, U. S. Navy, for the death of Acting Master Thatcher, U. S. Navy, December 16, 1864.*

MISSISSIPPI SQUADRON, FLAGSHIP FAIRY,
*Tennessee River, January 9, 1865.*

SIR: Lieutenant-Commander Cornwell, commanding Second and Third Districts, reports, under date of 17th December, the results accomplished by an expedition sent to the head of navigation in Old River, on the 16th instant, to capture and destroy rebel property in retaliation for the murder of Acting Master [Charles] Thatcher, of the *Gazelle*, and to procure supplies for the army; 1,000 troops were landed at Hog Point, and 1,000 embarked on transports which, with the U. S. steamers *Nymph*, *Kenwood*, *Naiad*, and *Gazelle*, entered Old River, it being designed that the two forces should meet at or near Williamsport. The troops, with a company of sailors from each vessel, were landed at the head of navigation, and in pursuance of the orders given them, burned several buildings containing a large quantity of corn, sugar, and molasses; there were no means of transporting these supplies to the boats. The army took all the live stock they could find.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Lieutenant-Commander Greer, U. S. Navy, to Acting Ensign Litherbury, U. S. Navy, for delivery of purchased vessels at Mound City, Ill.*

CINCINNATI, OHIO, *January 11, 1865.*

SIR: I am authorized by Admiral Lee to direct that after Acting Fleet Engineer Bickerstaff and Acting Naval Constructor Kendall turn over to you a gunboat, you will proceed without delay with her to Mound City and deliver her to the commanding officer at that point, and then return to your vessel. A pilot has been detailed to assist you.

Very respectfully, your obedient servant,

JAMES A. GREER,
*Lieutenant-Commander.*

Acting Ensign C. [W.] LITHERBURY,
*Commanding U. S. S. Grampus, Cincinnati, Ohio.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding attack upon boat from U. S. S. Ozark, Tunica Bend, January 13, 1864.*

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
*New Orleans, February 1, 1865.*

SIR: Acting Master Powell, commanding U. S. S. *Ozark*, reports under date of 14th January, from Tunica Bend, that on the night of

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the 13th he sent in an armed boat to bring off some contrabands who had hailed the vessel. After they had been taken on board, and as the boat was shoving off, she was fired on by a concealed guerrilla force, killing A. S. W. Shelcutt, seaman, seriously wounding Charles Clemmens, seaman, and slightly wounding John McPullen, landsman.

The fire was returned from the boat with musketry, and the *Ozark* shelled the woods.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of Navy, Washington, D. C.*

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*Letter from Major-General Canby, U. S. Army, to Lieutenant-Commander Bacon, U. S. Navy, requesting the restriction of shipments from Waterproof and St. Joseph, La.*

HDQRS. MILITARY DIV. WEST MISSISSIPPI,
*New Orleans, La., January 15, 1865.*

SIR: I am instructed by the major-general commanding to request that you will give orders to prohibit the issuing of permits and safe-conducts for the shipments of products of insurrectionary districts from Waterproof and St. Joseph, La.

Very respectfully, your obedient servant,

C. T. CHRISTENSEN,
*Lieutenant-Colonel and Assistant Adjutant-General.*

Lieutenant-Commander GEORGE BACON, U. S. Navy,
*Commanding Sixth District, Mississippi Squadron.*

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*Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, approving of the procuring of cotton in Red River.*

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
*New Orleans, La., January 17, 1865.*

ADMIRAL: The concentration of rebel troops on Red River appears not to be for the purpose I anticipated, and I see no present objection to vessels going up that river for the purpose of procuring cotton. I propose to approve safe-conducts for that purpose, and advise their approval by you. I will immediately notify you of any change.

Very respectfully, your obedient servant,

ED. R. S. CANBY,
*Major-General, Commanding.*

ADMIRAL LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

P. S.—In order to save time and expenses to parties holding permits, I think it will not be improper to delegate to the commander of

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the naval district at the mouth of Red River to approve the safe-conducts that have been approved by me. In the case of my own absence, I will delegate this authority to the commander of this department, who will be advised of any reasons for withholding the approval.

E. R. S. C.

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*Letter from Major-General Canby, U. S. Army, to Lieutenant-Commander Cornwell, U. S. Navy, regarding permission for landing supplies and shipping products above Donaldsonville, La.*

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
*New Orleans, La., January 17, 1865.*

CAPTAIN: There are a number of plantations on or in the immediate neighborhood of the Mississippi River which are cultivated by freed labor, under the orders of the commander of the Department of the Gulf, who have heretofore been permitted to ship their products and receive their supplies under article 38 of the Treasury Regulations of July 29, 1864. Their cases are covered by military orders, and I supposed by Admiral Lee's order, No. 9, of November 10, 1864. I learn to-day that there is difficulty about landing supplies or shipping products at points on the river above Donaldsonville. Will you do me the favor to examine into this matter and permit products to be shipped and plantation supplies to be landed when the permits are given or approval by the provost-marshal-general of the Department of the Gulf?

Very respectfully, your obedient servant,

ED. R. S. CANBY,
*Major-General, Commanding.*

Captain J. J. CORNWELL, U. S. Navy,
*Commanding District Mississippi Squadron,*
*U. S. S. Choctaw, off Donaldsonville, La.*

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Canby, U. S. Army, regarding Confederate vessels protecting workmen on fortifications at Pineville, opposite Alexandria, La.*

MISSISSIPPI SQUADRON, FLAGSHIP FAIRY,
*Eastport, Miss., January 18, 1865.*

GENERAL: Lieutenant-Commander J. P. Foster, commanding Third District of this squadron, reports to me, under date of January 8, that on the 7th instant he was informed by a man named Carr, who keeps a woodyard just above the mouth of Red River, that in a recent conversation with a man from Alexandria he had learned that the rebels had brought down most of their heavy boats from Shreveport for the purpose of protecting the workmen now employed on the fortifications at Pineville, opposite Alexandria; also that there is now more water on the shoals at Alexandria than there has been for years.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Major-General E. R. S. CANBY,
*Commanding Military Division of West Mississippi.*

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*Report of Acting Volunteer Lieutenant Laning, U. S. Navy, regarding the successful launching of the U. S. S. Indianola.*

MOUND CITY, ILL., *January 18, 1865.*

DEAR SIR: I have the pleasure to inform you that I made a very successful launch of the *Indianola* on the 5th instant, and arrived here with her in good condition yesterday. She draws in her present condition only 3 feet 9 inches, and is perfectly straight and tight.

With much respect, I am, truly and sincerely, yours,

JAMES LANING, U. S. Navy.

Rear-Admiral D. D. PORTER, U. S. Navy.

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*General order of Acting Rear-Admiral Lee, U. S. Navy, regarding trade.*

GENERAL ORDER No. 29. } MISSISSIPPI SQUADRON, FLAGSHIP FAIRY, *Eastport, Miss., January 19, 1865.*

1. So far as the provisions of the annexed General Order, No. 1, issued by Major-General Canby, concerns the Navy, divisional and other commanding officers are hereby required to observe and enforce them.

2. Boats crossing the river at a military post are not subject to interruption by the Navy.

S. P. LEE,

*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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GENERAL ORDER No. 1. } HEADQUARTERS MILITARY DIVISION OF WEST MISSISSIPPI, *New Orleans, La., January 3, 1865.*

1. It has been brought to the notice of the commanding general that private boats plying on the Mississippi River and its tributaries have landed and engaged in unlawful trade with the enemy at points not under the supervision of troops or gunboats, and without the permits and safe-conducts required by existing regulations. In all such cases military commanders are directed, and naval commanders are requested, to cause the boats to be seized and, with the master or other responsible officer, turned over to the nearest military authority for trial under paragraph 6 of the Executive order of September 24, 1864, and paragraph 12 of General Order, No. 80, series of 1864, from these headquarters.

2. Under the 9th section of the act of Congress approved July 2, 1864, no permits for the transportation of products of insurrectionary districts, or for supplies under article 38 of the Treasury Regulations of July 29, 1864, can be given, unless the points from and to which the products or supplies are to be transported are "within the lines of actual occupation by the military forces of the United States," as indicated by the published orders of the commanding general of the department or district so occupied. All products and supplies found moving in violation of this law will be seized and turned over to the purchasing agent of the Treasury Department for the district in which they are found.

3. To prevent any misunderstanding or conflict of authority under the preceding paragraphs, it is announced that the enforcement of the blockade on water devolves on the Navy, and of nonintercourse on land upon the Army; and the seizures and arrests therein directed will be made by military commanders only when the boats are within the limits of their jurisdiction at military posts or when engaged in operations in the field. In other cases the commander of the naval district will be notified and requested to cause the boats and parties to be seized and sent in for trial.

4. In answer to applications for information and complaints of exactions and other wrongs by speculators, it is announced that persons who own or

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control products of insurrectionary districts are permitted to come within the lines for the purpose of disposing of their products under the 8th section of the act of Congress, approved July 2, 1864, and that a pass in the form prescribed in General Order, No. 80, will insure their protection, unless forfeited by bad faith in procuring the pass or by misconduct while within our lines.

By order of Major-General E. R. S. Canby:

C. T. CHRISTENSEN,
*Lieutenant-Colonel, Assistant Adjutant-General.*

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*Letter from Lieutenant-Commander Cornwell, U. S. Navy, to Major-General Canby, U. S. Army, regarding regulation of trade with plantations under government management.*

U. S. S. CHOCTAW,
*Bayou Sara, January 20, 1865.*

SIR: In your communication of the 17th instant you state that there are a number of plantations along the river cultivated by "freed labor" under the orders of the commander of the Department of the Gulf. That there are "plantations worked by freed labor" I know, but that they are under the orders of or in any way controlled by the commander of the department is new to me. They can not be visited without an armed force, and I am sure that any supplies landed for such plantations are immediately sold, or the greater part of them, to the highest bidder. If there are deserving people outside the lines of military occupation, which I doubt, it would be much better that supplies should go through the military posts; for, if landings can be made at any point, there is no telling what will be landed; for instance, the goods lately seized at Brulé Landing. There are not gunboats enough to cover the landings, there being but four to patrol a distance of 130 miles. Article 38 of the Treasury Regulations, of July 29, 1864, seems to refer to plantations within our lines. Those in this district can not be considered as such, although, as you say, they have heretofore been permitted to ship their products and receive their supplies. It was upon my understanding of the new trade regulations, and a conversation I had with you about a month ago on this subject, that I gave orders to prevent the landing of plantation supplies and the shipping of products except on regular permits from O. N. Cutler. I wrote Admiral Lee a letter on this subject two weeks since, and hope to get an answer by next mail.

Very respectfully,

JOHN J. CORNWELL,
*Lieutenant-Commander, Comdg. 2d Division Miss. Squadron.*

Major-General CANBY,
*Commanding Military Division of West Mississippi.*

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*Report of Lieutenant-Commander Cornwell, U. S. Navy, regarding expedition for the capture of a ferryman named Terry, at Morganza, La.*

U. S. S. CHOCTAW,
*Bayou Sara, January 20, 1865.*

SIR: Having been informed that a man, by name Terry, was in the habit of carrying passengers and the mail across the river about

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5 miles above this place, I sent an armed force in charge of Mr. Scott, pilot, and in tow of the tugboat, for the purpose of capturing him. The tug kept on to Morganza, dropping the boat at the proper place.

Shortly afterwards the ferryman, thinking all was right, started across in a small skiff. As he approached the boat four muskets were fired at him, which turned him toward the shore. Then four more were fired. By this time he had reached the willows that grew thick along the river bank and would no doubt have made his escape but for the energy and courage of Fredk. Gerichton, seaman, who jumped overboard and caught him as he was making his way to the land.

The mail, if he had any, must have been thrown overboard. Two letters were found on his person, however, also $300 in gold, nearly all of which was in $20 pieces. One of these pieces I gave to Fredk. Gerichton for the zeal displayed by him. The rest I hold subject to your order.

The prisoner, Terry, at the time of his capture was prepared for riding, having leggings on and a saddle in the boat. I think he must have made a habit of taking the mail some distance by land, as well as across the river.

He is well known to have been engaged in this same business for two years.

He acknowledged that he took the oath of allegiance after the fall of New Orleans.

Very respectfully,

J. J. CORNWELL,
*Lieutenant-Commander, Comdg. 2d Dist., Mississippi Squadron.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

[Endorsement.]

FEBRUARY 15, 1865.

Enclosed is a copy of Lieutenant-Commander Cornwell's report of 5th instant, enclosing duplicate receipts, one of which is also enclosed from the provost-marshal at Morganza for Terry and the property captured with him. I have informed Lieutenant-Commaner Cornwell that I can not sanction his presenting a portion of the captured money to Fredk. Gerichton.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to commanding officer of U. S. S. Tensas.*

MOUND CITY, *January 21, 1865.*

SIR: You will proceed without delay to Paducah, Ky., and relieve the tug *Thistle* in charge of the coal barges at that place, delivering the enclosed order.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

COMMANDING OFFICER, *U. S. S. Tensas.*

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[Telegram.]

MOUND CITY, *January 22, 1865—10 a. m.*

Come here immediately, meeting *Tensas* and transferring orders on the way.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

COMMANDING OFFICER TUG THISTLE,
*Paducah, [Ky.].*

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[Telegram.]

MOUND CITY, *January 22, 1865.*

Want *Tempest* for flagship. Keep "texas" on and her apartments unaltered until I give further instructions on the subject. What is her condition? Reply to-night.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

SAMUEL BICKERSTAFF,
*109 Baymiller Street, Cincinnati, Ohio.*
*for Mr. Joseph Brown.*

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[Telegram.]

MOUND CITY, *January 22, 1865.*

Send *Victory* to Cincinnati to report to Captain Oscar Bullus, to return to you soon as he is through with him.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander LE ROY FITCH,
*Smithland.*

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*Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Commodore Livingston, U. S. Navy, on temporary withdrawal from Mound City, Ill.*

MOUND CITY, *January 22, 1865.*

COMMODORE: I have ordered a court of enquiry to convene at the Mound City naval station and will thank you to accommodate it.

Please have the *Reindeer* and *Curlew* repaired as soon as possible and dispatch them to the Tennessee to execute their assigned duties there.

The *Cincinnati*, ironclad, and *Paw Paw* are both in quarantine here with smallpox. The boilers of the former are reported in bad condition, and the latter has had a collision and also needs repairs. Please have such measures taken as will put each in efficient order as soon as practicable. Immediate measures might be taken to obtain new boilers for the *Cincinnati* if they are required. It is highly

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probable that this ironclad will very soon be needed for indispensable service.

I am going down the Mississippi River to-morrow morning and expect to be back within fifteen days. Meanwhile, please equip, except as to furniture, the new gunboats as they come, for service, giving them such batteries as they may be able to carry and are fitted for, 24-pounder howitzers in broadside and 30-pounder or 20-pounder rifles at the bow, and at the stern of side-wheelers, according to capacity of vessels.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commodore J. W. LIVINGSTON,
*Commandant Naval Station, Mound City.*

P. S.—I leave the *Volunteer* and *Benefit* here for such service as you require in my absence.

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding withdrawal from Tennessee River and intended departure for New Orleans for conference with Major-General Canby, U. S. Army.*

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
*Mound City, January 22, 1865.*

SIR: I arrived at this place yesterday from the Tennessee River and intend leaving for New Orleans in the morning for the purpose of conferring with General Canby—who, I believe, has operations in view which will probably require naval cooperation—and of visiting the divisions of this squadron on the Mississippi.

I did not leave the Tennessee until General Thomas had arrived at Eastport, the lodgment of his force there [had] been secured, and arrangements made for convoying his transports up and down at frequent and regular intervals.

The intercourse between the military and naval branches of the service during the recent campaign has been of a most pleasing and cordial character.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Bryson, U. S. Navy, for the convoy of floating dock from St. Louis to New Orleans.*

CAIRO, ILL., *January 22, 1865.*

SIR: The Department writes me under date of 17th instant that it learns from Commodore Palmer that the proprietors of a floating

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dock in St. Louis propose sending it to New Orleans as soon as they can get convoy for it. Commodore Palmer says that the dock will be of service to the vessels of the West Gulf Squadron, and the Department wishes me to give the dock convoy if it can be done without interfering with the duties of the vessels of the squadron. You will please write to the parties in St. Louis on the subject and detail a vessel to convoy as soon as practicable.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commander A. BRYSON,
*Commanding Seventh District, U. S. S. Essex.*

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*General order of Acting Rear-Admiral Lee, U. S. Navy, regarding employment and pay of pilots.*

GENERAL ORDER No. 33.

U. S. MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, Ill., January 23, 1865.*

Officers commanding divisions and vessels will be careful to see that temporary pilots or those without regular appointments are only to be employed when the emergency requires it, and then no longer than actually necessary.

When pilots are so employed they shall be paid by the paymasters of the vessels on which the duty is performed, on public bills approved by the commanding officer of the vessel and by the divisional officer.

The commanding officer will certify on the face of the bill that such pilot has performed duty for the time specified, as first or second class pilot as the case may be, and that his services were necessary for the time specified.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding captures in Old River by Acting Volunteer Lieutenant Dominy, U. S. Navy.*

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
*Memphis, Tenn., January 24, 1865.*

SIR: Acting Volunteer Lieutenant Dominy, commanding U. S. S. *General Bragg*, reports under date of December 31,* that he had ascended Old River in the *Peri* and had captured at different points 120 boxes of tobacco; and hearing that a Confederate colonel named C. P. Jones, inspector-general of the Trans-Mississippi Department, was trying to cross Old River to get to the Mississippi, he sent an officer with two armed boats to McGill's plantation and found there

* Not found.

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the colonel's sword and baggage, which he took possession of, but did not succeed in capturing the officer of whom he was in search.

I have directed the captured property to be disposed of as directed by my enclosed General Order No. 30.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

GENERAL ORDER No. 30.

U. S. MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
*Mound City, Ill., January 21, 1865.*

I. Seized, captured, or abandoned property that may come into the possession of the Navy must at once be turned over to the nearest agent of the Treasury Department, with the exception made in the proviso of the first section of the act of Congress, approved March 12, 1863.

II. Property coming under this exception must be turned over to the nearest military commandant, reserving and regularly turning over to the commandant of naval station at Mound City for issue any portion of it that may be useful to the Navy or to the naval station, Mound City. A full report must be made in every case of capture or seizure, enclosing duplicate receipts for property turned over either to the Treasury or military authorities.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding captures of small boats and scow by Acting Volunteer Lieutenants Gould and Lord, U. S. Navy.*

FLAGSHIP BLACK HAWK,
*Memphis, Tenn., January 24, 1865.*

SIR: Acting Volunteer Lieutenant A. N. Gould, commanding *Forest Rose*, reports under date of the 30th of December that on the 29th December, when near St. Joseph, La., he observed evidences of a boat having been recently hauled up on the Mississippi shore. Landing and searching the bushes, he discovered a boat on a wagon, the boat forming the wagon box, and also 11 packages of salt near by. He destroyed the boat and wagon and put the salt aboard his vessel. Acting Volunteer Lieutenant G. P. Lord, commanding *Chillicothe*, reports, on the 26th December, that he had destroyed two small boats and a large scow in Buffalo Bayou, which destroys the crossing there for rebel soldiers. The salt will be turned over to the Treasury agents.

I am, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Telegram.]

NAVY DEPARTMENT, *January 26, 1865.*

Send immediately two of your best light-draft ironclads to New Orleans for duty in West Gulf Squadron.

GIDEON WELLES.

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

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[Telegram.]

MOUND CITY, ILL., *January 27, 1865.*

Your telegram for Admiral Lee has been received. He is down the Mississippi. I have sent a boat to him with dispatch.

JOHN W. LIVINGSTON,
*Commandant, etc.*

Hon. GIDEON WELLES.

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding appointment and pay of pilots.*

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
*New Orleans, La., January 30, 1865.*

SIR: The Department's communication of 23d of November, enquiring whether Western pilots are appointed as pilots in the naval service and sworn in or hired temporarily, was duly received.

The pressure of duty in connection with Army operations at that time, and separation from my files, prevented my giving the subject prompt attention. I have issued a call for exact information on the subject, and meanwhile I have the honor to inform the Department that the majority of the pilots employed in this squadron are appointed by the commander-in-chief and sworn in; some are hired temporarily and receive the same pay as appointed pilots. I enclose a petition signed by 28 of the appointed first-class pilots of this squadron for an increase of the present pay, from $250 to $300 per month, which last sum they state was the rate of pay established early in the war by General Grant's order for pilots on Army transports, which they still receive, while pilots in the merchant service, receive from $450 to $750 per month, and that at the present rates of pay, few good pilots are willing to enter the naval service, thus necessitating the employment of incompetent men or causing pecuniary loss to those of ability and experience.

I recommend this increase of pay to the favorable consideration of the Department both as just and economical. It has been customary to draft them from the pilot's associations, or impress them summarily, for temporary service from boats plying on the river, and, as trade is increasing, the difficulty of getting pilots by arbitrary means will be greatly increased.

I am informed that the provost-marshal at St. Louis decides that a pilot is not excused from the draft because he is at the time a

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pilot in the Navy. It is difficult to get pilots, and a great misapplication of them, to put them in the ranks of the Army. I recommend that it be made the duty of all provost-marshals promptly to turn over to the commanding officer of this squadron, through the commandant of the naval station at Mound City, all the pilots for the Western waters who are legally drafted for military service in the Army.

I have the honor to be, sir, very respectfully,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

U. S. MISSISSIPPI SQUADRON, *November 26, 1864.*

SIR: The undersigned, pilots in the U. S. Mississippi Squadron, respectfully call your attention to the fact that for a long time past the wages of pilots in the merchant service and army transports have been in excess of what we receive in the squadron.

Early in this year the wages of pilots on army transports and the Mississippi Marine Brigade were (by order of General Grant) established at $300 per month, and every pilot working on army transport is receiving that money, while pilots in the merchant service are receiving much more—say, from $450 to as much as $750 per month.

At the present rate of wages few good pilots are willing to enter the service, thus forcing the employment of incompetent and inexperienced men to fill vacancies, to the great detriment of the service, besides making the duties of competent men more arduous.

Many of us have been in the service a long time. A few, from the first organization of a naval force on these waters, and we do not desire to leave the service, but we do think our willingness to serve our country should not be made a matter of so much pecuniary loss to ourselves.

We therefore respectfully request that the wages of first-class pilots in the Mississippi Squadron be $300 per month.

Hoping for your favorable consideration of our request,

We are, very respectfully, your obedient servants,

GEORGE B. FOWLER,
*First-Class Pilot.*
E. L. WILKENSON,
*First-Class Pilot.*
JOSEPH M. CHAMMANTS,
*First Pilot.*
W. M. ATTENBOROUGH,
*U. S. S. Essex, First-Class Pilot.*
D. A. HINER,
*U. S. S. General Lyon, First Pilot.*
J. C. WOODRUFF,
*U. S. S. Red Rover, First Pilot.*
DOUGLASS RICHEY,
*U. S. S. General Lyon, First Pilot.*

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THOS. FAWCETT,
*U. S. S. Tyler, First-Class Pilot.*
LOFTUS KEATING,
*U. S. S. Fawn, First Pilot.*
ALEXANDER FORD,
*U. S. S. Pittsburg, First-Class Pilot.*
JOHN R. MONTGOMERY,
*U. S. S. Avenger, First-Class Pilot.*
ANDREW G. ANDERSON,
*U. S. S. Avenger, First-Class Pilot.*
WM. A. WELLS,
*First-Class Pilot, U. S. S. General Price.*
HENRY C. EALER,
*First-Class Pilot, U. S. S. Benton.*
CHARLES GARNER,
*First-Class Pilot, U. S. S. Judge Torrence.*
LEWIS COON,
*First-Class Pilot, U. S. S. Nymph.*
MORRIS BRADY,
*First-Class Pilot, U. S. S. Kenwood.*
CHAS. M. SCOTT,
*First-Class Pilot, U. S. S. Choctaw.*
JULIUS A. SMITH,
*First Class, U. S. S. Nymph.*
ALFRED MARSHALL,
*First-Class Pilot, U. S. S. Ouachita.*
R. E. BIRCH,
*First-Class Pilot, Mississippi Squadron.*
N. KELSEY,
*First-Class Pilot, U. S. S. Choctaw.*
D. L. DUFFY,
*First-Class Pilot, U. S. S. General Bragg.*
WM. C. ROBIRAS,
*First-Class Pilot, U. S. S. Benton.*
MORTIMER BURNHAM,
*First-Class Pilot, U. S. S. New National.*
JACOB COX,
*First-Class Pilot, U. S. S. New National.*
J. TENNYSON,
*Flagship Black Hawk.*
JOHN GRAY,
*Flagship Black Hawk.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*Letter of congratulation from Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Laning, U. S. Navy, on the launching of the U. S. S. Indianola.*

CAPE FEAR RIVER, *January 31, 1865.*

DEAR SIR: I must congratulate you most sincerely at the successful issue of your labor on the *Indianola*. It is but an additional evi-



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dence of your character for industry, perseverance, and intelligence, and reflects the greatest credit upon you as well as to the service to which you belong. It is no small triumph thus to have placed again in our hands for service a most valuable vessel taken from us by the enemy. There are triumphs of skill such as you have displayed as glorious as if the result was from combat, and as such you have my highest commendations.

Respectfully, yours,

DAVID D. PORTER,
*Rear-Admiral, Commanding North Atlantic Squadron.*

Acting Volunteer Lieutenant JAMES LANING, U. S. Navy,
*Mound City, Ill.*

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*Order of Major-General Dana, U. S. Army, to Brigadier-General Davidson, U. S. Army, referring to expedition of Colonel Osband, U. S. Army, into Arkansas and Louisiana.*

HEADQUARTERS DEPARTMENT OF MISSISSIPPI,
*Memphis, Tenn., January 31, 1865.*

GENERAL: By direction of the major-general commanding department, I have the honor to inform you that, owing to the overflow of the swamp between the Tensas and Black rivers, it is not probable that Colonel Osband will go as low down as Vidalia, as was anticipated.

Very respectfully, general, your obedient servant,

F. W. FOX,
*Assistant Adjutant-General.*

Brigadier-General J. W. DAVIDSON,
*Commanding District of Natchez.*

Official copy respectfully referred to Lieutenant-Commander E. Y. McCauley, U. S. Navy, commanding Fifth District Mississippi Squadron, for his information.

By order of Brigadier-General J. W. Davidson:

B. F. MOREY,
*Captain and Acting Adjutant-General.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the capture of whisky smuggled from steamer Joseph Pierce near Natchez, Miss.*

U. S. MISSISSIPPI SQUADRON,
*Flagship Black Hawk, New Orleans, February 1, 1865.*

SIR: Lieutenant-Commander McCauley reports under date of 21st January that on the 18th ultimo the *Judge Torrence* sent her boats into a bayou just below Natchez and captured 10 gallon kegs of whisky which had been smuggled ashore from the steamer *Joseph Pierce*, to be carried outside our lines. A man named Michl. Beresford was caught in the act of burying them. He was turned over to the provost-marshal and the whisky to the Treasury agent at Natchez.

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Finding, on examination, that the officers of the *Pierce* were probably ignorant of this attempt at smuggling, Lieutenant-Commander McCauley did not seize the steamer, but awaited further information to be expected from Beresford's examination by the provost-marshal.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, requesting leave of absence.*

U. S. MISSISSIPPI SQUADRON,
*Flagship Black Hawk, New Orleans, February 1, 1865.*

SIR: I find there is no prospect of any military operations this spring requiring naval cooperation of special importance from this squadron. I would be glad to have a leave of absence for thirty days, during which time, under the arrangements already made or to be perfected by the time of my arrival at Mound City, the ordinary duties of the squadron will admit of my absence.

It will be gratifying to me if the leave I have applied for may be granted on the receipt of this application.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the seizure of steamer Winona.*

U. S. MISSISSIPPI SQUADRON,
*Flagship Black Hawk, New Orleans, February 1, 1865.*

SIR: Lieutenant-Commander McCauley, commanding Fifth District, reports under date of 21st January that on the ——— instant (date not stated) he seized the steamer *Winona* for alleged illegal trading at General Davidson's request, sending him her books, papers, etc. On the 21st ultimo General Davidson stating that he had conclusive proof against the steamer, and requesting that she might be sent to New Orleans to be held to answer before General Canby, Lieutenant-Commander McCauley sent her accordingly, in charge of Acting Master Lees, executive officer of the *Benton*, with two engineers and four men.

General Davidson furnished a guard of six men.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commodore Livingston, U. S. Navy, regarding orders for the U. S. steamers Neosho and Osage.*

NEW ORLEANS, *February 1, 1865.*

COMMODORE: The dispatch from the department forwarded by you and marked "important" was received last night by the *Volunteer.*

Will you please send the *Osage* and *Neosho* to obey the enclosed orders, with no other delay than that necessary to take in sufficient coal.

Yours of the 27th January, with the enclosed telegram from Lieutenant-Commander Fitch, asking for additional force, was also received by the *Volunteer.* I can not at present send him any more vessels; he can make out with the three gunboats he now has.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commodore J. W. LIVINGSTON,
*Commanding Naval Station, Mound City, Ill.*

[Enclosure.]

NEW ORLEANS, *February 1, 1865.*

SIR: Coal with all practical dispatch and proceed with the *Neosho* under your command to New Orleans and report to Commodore J. S. Palmer for duty in the West Gulf Blockading Squadron.

Very respectfully,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master E. F. BROOKS,
*Commanding pro tem U. S. S. Neosho, Tennessee River.*

[Order of same date and like tenor to Acting Volunteer Lieutenant George W. Rogers, U. S. Navy, commanding U. S. S. *Osage.*]

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Fitch, N. S. Navy, declining to furnish additional force in the Cumberland River.*

NEW ORLEANS, LA., *February 1, 1865.*

SIR: Your telegram of 26th of January, asking for additional force on the Cumberland, is received.

At present it is impracticable to send you any more vessels. Make such arrangements with the authorities in regard to convoy as will enable you to use your present force to the best military advantage. Under existing circumstances the military authorities should take action regarding the occupation of towns by guerrillas. If necessary, respectfully call their attention to the matter.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander LEROY FITCH,
*Commanding Tenth District.*

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*General order of Major-General Canby, U. S. Army, regarding regulations governing leased and registered plantations and care of freedmen.*

GENERAL ORDERS, No. 13. HDQRS. MIL. DIV. OF WEST MISSISSIPPI, *New Orleans, La., February 1, 1865.*

The foregoing regulations of the Treasury Department, in relation to leased and registered plantations and the care and support of freedmen in the valley of the Mississippi, are published for general information, and the following rules will be observed in carrying out the policy of the Government in relation to these interests:

1. The plantations to be leased or registered under articles 1 and 3 of these regulations will be limited to the banks of the Mississippi River, such of its tributaries and other communications as are under our control, and to such interior localities as may be within the range of military or naval supervision and control.

2. The limits of military occupation, under the orders of department commanders, will be so far extended as to include any colonies, plantations, farms, or other industrial occupations that may be established, leased, registered, or otherwise authorized in accordance with the provisions of articles 1 and 3 of the aforesaid regulations.

3. In the establishment of colonies or in leasing plantations upon which freedmen are or may be employed, care will be taken that they are not so distant from the military posts that are or may hereafter be established, as to expose the freedmen so employed to the danger of being carried off and again reduced to a state of slavery.

4. The troops to be employed in the protection of plantations will be posted in strong positions for the protection of districts, and not of isolated plantations or individual interests. The points so occupied will be selected by department or district commanders, and will be so fortified and armed as to be able to resist an assault and hold on until relieved.

5. Such protection will be given to these interests as may be consistent with the general prosecution of military operations, but it will at all times be held subordinate to the necessity of employing the troops for offensive military operations, and the troops so employed, with the exception of such as may have been raised for this special service, will be regarded as in the field and held in the state of preparation directed by existing orders. Whenever it may become necessary to withdraw any of the troops so employed, care will be taken to bring the negroes to a place of security within the new lines, and to give to the lessees such protection in removing their property as may be necessary and practicable.

6. Owners or lessees of plantations, or the parties engaged in other pursuits, under the authority of the aforesaid regulations, will be required to construct stockades or such other temporary defenses as may be necessary to secure their laborers, stock, and other property from the danger of being carried off or destroyed by small raiding parties of the enemy.

7. The hospital, post, and other taxes heretofore levied by military authority upon the products of leased or registered plantations, cultivated in accordance with the provisions of articles 1 and 3 of the aforesaid regulations, are abolished, it being understood that a moiety

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of the sums realized from the products delivered, under the provisions of article 5, are to be turned over to the military authorities of the district in which the plantations are located in lieu of the said taxes.

8. Freedmen employed on leased plantations or other industrial pursuits, duly authorized under the foregoing regulations, will not be taken from their employment except by voluntary enlistment or by draft ordered by the commander of the division or the commander of a department; nor will they be impressed for labor without the authority of a department commander, except under some immediate and pressing necessity.

9. The horses, mules, and other stock, and the provisions and other supplies intended and necessary for the cultivation of leased plantations, home colonies, or other duly authorized pursuits, will not be subject to seizure or impressment, except in case of immediate necessity, and under such rules as may be established by department commanders.

10. Commanders of districts will act in concert with the Treasury agents in regulating the quantity and character of supplies to be allowed, and will determine the manner and route by which they are to be sent in and products brought out. Supplies and products so "permitted" will not be subject to seizure or detention, except for manifest fraud in character, quantity, or destination.

11. As the care and support of freedmen is devolved upon the Treasury Department by the law of July 2, 1864, all persons of that class now under the control of the army, except such as are in the military service by enlistment, contract, or hire, and all unemployed freedmen who may hereafter be found at or in the vicinity of any military posts within the insurrectionary districts will be turned over to the proper agent of the Treasury Department. Commanders of departments will give the necessary orders for these transfers, but will previously arrange with the supervising special agents the term of transfer, so as to avoid any embarrassment to either branch of the service. Proper directions also will be given for the disposition of any public funds or property connected with these establishments and for the fulfillment of any contract or obligations that have been entered into under military authority. Officers or agents of the Army now on duty in connection with establishments of freedmen will be relieved and returned to their proper duties as soon as they can be replaced by the agents appointed by the Treasury Department.

12. Department and district commanders will establish such supplementary regulations as may be necessary to carry out fully the objects and intentions of the aforesaid regulations of the Treasury Department and of this order, and will give to the officers and agents of that department any facilities and assistance that may be needed in the performance of their duties.

By order of Major-General E. R. S. Canby:

C. T. CHRISTENSEN,
*Lieutenant-Colonel, Assistant Adjutant-General.*

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GENERAL ORDERS, No. 38.

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP "BLACK HAWK,"
*New Orleans, La., February 2, 1865.*

Divisional and other commanding officers on the Lower Mississippi and its tributaries will cooperate cordially to the extent of their means and opportunity with the military and Treasury authorities in carrying out the provisions of the foregoing General Orders, No. 13, from General Canby's headquarters, dated February 1, 1865.

S. P. LEE,
*Rear-Admiral, Commanding.*

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*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, designating names for purchased vessels.*

NAVY DEPARTMENT, *February, 2, 1865.*

SIR: The vessels recently purchased for the Mississippi Squadron will be known hereafter by the names opposite the old ones, respectively:

| Old names. | |
|---|---|
| *Fanny,* | as the *Grossbeak.* |
| *Ohio Valley,* | as the *Ibex.* |
| *Willie Gamage,* | as the *Gamage.* |
| *Florence Miller, No. 8,* | as the *Oriole.* |
| *Allen Collier,* | as the *Collier.* |
| *Colossus,* | as the *Colossus.* |
| *Abeona,* | as the *Abeona.* |
| *Kate B. Porter,* | as the *Kate.* |
| *Mist,* | as the *Mist.* |

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to commanding officers of transports, to give passage between New Orleans and Cairo to designated persons.*

NEW ORLEANS, *February 2, 1865.*

Commanding officers of naval transports and supply vessels of this squadron are instructed to give passage between New Orleans and Cairo, and intermediate points, to Lieutenant-Colonel C. T. Christensen, assistant adjutant-general on Major-General Canby's staff, whenever he may desire it. I will be gratified by any attention they may extend to Lieutenant-Colonel Christensen.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

[Order of same date and like tenor regarding Hon. Stephen Hoyt, mayor of New Orleans; W. P. Mellen, special agent of the Treasury Department; Fleet Paymaster E. T. Dunn, of the West Gulf Blockading Squadron.]

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*Report of Lieutenant-Commander Bacon, U. S. Navy, regarding the disposition of certain deserters.*

U. S. S. LOUISVILLE,
*Off Skipwith's Landing, February 3, 1865.*

SIR: I respectfully report that everything is quiet in this district. Deserters are constantly coming in from the Louisiana shore. Some few days ago I received a communication from Acting Master Thomas Gibson, commanding the *Marmora*, stating that a Confederate lieutenant and six Confederate soldiers came to the Arkansas shore under a flag of truce and gave themselves up as deserters. The men, horses, and equipments were sent to mouth of White River and turned over to the military authorities.

I am, respectfully, your obedient servant,

GEO. BACON,
*Lieutenant-Commander, Comdg. Sixth Dist. Miss. Squadron.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*General order of Acting Rear-Admiral Lee, U. S. Navy, regarding distinguishing marks for vessels added to the Mississippi Squadron.*

GENERAL ORDER No. 39.

U. S. MISSISSIPPI SQUADRON,
*Flagship Black Hawk, New Orleans, La., February 3, 1865.*

The following vessels have been added to the Mississippi Squadron and will be distinguished as follows, viz:

1st. *Tempest*, by No. 1 on her pilot house and by the day and night numbers of the late U. S. S. *Rattler*.

2d. *Fanny*, by No. 8 on her pilot house and by the day and night distinguishing numbers of the late U. S. S. *Signal*.

3d. *Valley*, by No. 10 on her pilot house and by the day and night numbers of the late U. S. S. *Linden*.

4th. *Colossus*, by No. 25 on her pilot house and by the day and night numbers of the late U. S. S. *Covington*.

5th. *Mist*, by No. 26 on her pilot house and the day and night numbers of the late U. S. S. *Queen City*.

6th. *Collier*, by No. 29 on her pilot house and the day and night numbers of the late U. S. S. *Tawah*.

7th. *Abeona*, by No. 32 on her pilot house and the day and night numbers of the late U. S. S. *Key West*.

8th. *Miller*, by No. 52 on her pilot house and the day and night numbers of the late U. S. S. *Elfin*.

9th. *Porter*, by No. 55 on the pilot house and the day and night numbers of the late U. S. S. *Undine*.

10th. *Gamage*, by No. 60 on the pilot house and the day distinguishing pennant next after that of the U. S. S. *Sibyl* on the signal board and by the lights No. 71 on the night charter.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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*Report of Acting Master Dennis, U. S. Navy, requesting orders for the disposition of certain prisoners taken at Compromise, Ky., and Mitchell's Landing, Tenn.*

U. S. S. HUNTRESS,
*Off New Madrid, Mo., February 4, 1865.*

SIR: I have the honor to submit the following report:

On the 31st January I made prisoner at Compromise, Ky., of a man calling himself Alexander Calder, claiming to belong to the Twelfth Missouri Cavalry, who says he was cut off from his command near Clifton, Tenn., some four months since, and in trying to return to our lines fell into the hands of the rebels, whose forces he joined, as he says, to save his life. He is charged by the citizens near where I captured him as being an independent guerrilla.

On the 2d instant I sent an expedition on shore near Mitchell's Landing, on Tennessee shore, at foot of Island [No.] 18, to look for smugglers, where they came upon the following-named rebel soldiers, viz: Lieutenant James Johnson and Privates W. T. Dement, H. A. Nettle, and Daniel Reeder, of Fifth Arkansas Regiment, on their way home on furlough from Hood's army, making preparations to cross the river. I have them now on board as prisoners.

I respectfully request of you orders as to the disposition to make of the above-mentioned prisoners.

Very respectfully, your obedient servant,

JOHN S. DENNIS,
*Acting Master, Commanding.*

Commander A. BRYSON,
*Comdg. Eighth Dist. Miss. Squadron, U. S. S. Hastings.*

[Endorsement.]

Respectfully forwarded.

I have directed Acting Master Dennis, of the *Huntress*, to turn the prisoners over to the nearest military authorities, giving at the same time a statement of all the circumstances connected with their capture, and directing him to get a receipt for them.

Respectfully, your obedient servant,

A. BRYSON,
*Commander, Commanding Essex and Eighth Division.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Keene, U. S. Navy, commanding U. S. S. Naiad, regarding detached duty.*

BAYOU SARA, *February 5, 1865.*

SIR: On the arrival at this point of the *Neosho*, proceed in company with her, with the *Naiad* under your command, to New Orleans, and report to Commodore J. S. Palmer, commanding West Gulf Blockading Squadron, for temporary duty. On the completion of the service return to the Second District and report for duty to the divisional officer in person and to me by letter, giving me also a detailed report of your proceedings while on detached service.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master HENRY T. KEENE,
*Commanding U. S. S. Naiad.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to the commanding officer of the U. S. S. Hyacinth, to report for duty at mouth of Red River.*

MISSISSIPPI RIVER, *February 5, 1865.*

SIR: On the return of the *Ivy*, now repairing at New Orleans, proceed to the mouth of Red River with the *Hyacinth* under your command and report for duty to Lieutenant-Commander E. C. Grafton.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

COMMANDING OFFICER OF U. S. S. TUG HYACINTH.

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*Report of Acting Rear-Admiral Lee, U. S Navy, transmitting report of Lieutenant-Commander Cornwell, U. S. Navy, commanding Second District, covering February 8–21, 1865.*

FLAGSHIP BLACK HAWK, *March 4, 1865.*

SIR: I transmit enclosed a copy of an interesting report, dated February 21, from Lieutenant-Commander J. J. Cornwell, commanding Second District; also the message * of the rebel Governor [Henry Watkins] Allen, therein referred to.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

U. S. S. CHOCTAW,
*Bayou Sara, February 21, 1865.*

SIR: For a few days after you passed this place on your way up the river the people were in a great state of excitement, in anticipation of a speedy peace, as the peace commissioners had at that time just left Richmond for an interview with Mr. Lincoln. But it was soon known to them that nothing could be expected, and I have since noticed a stronger rebel feeling on the part of the influential people. There seems to be stronger efforts made now than ever to obtain conscripts. A number of young men have come in, taken the oath of allegiance, and gone to the city to avoid being pressed into the service. I am told that at Clinton even the Jews were carried off to the camp, although they are said to be willing to pay any sum of money to get clear.

On the 8th I took this vessel to Baton Rouge for the purpose of giving the crew a chance to go on shore, as they have not had an opportunity to do so for about a year. There was a circus playing there at the time, which I thought would make it much more interesting to them. The men behaved very well and came on board punctually and sober. I only had to send for two men.

* Omitted.

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During the time I was absent from Bayou Sara I left the *Nymph* to look out for the coal barges. Acting Master P. Donnelly informed me on my return that on the night of the 11th some cotton was brought into the river bank by an old lady named Mathews, and that she had a great deal of difficulty in preventing the lieutenant in charge of the rebel pickets from burning it. He, the lieutenant, was only deterred by the fear of having the town shelled, which the people in town assured him would immediately follow the first appearance of a blaze.

The next morning Acting Master Donnelly landed about 40 men and marched rapidly up town for the purpose of cutting off any rebels who might be in the lower town. Two were seen and fired at, but as they were some distance away, and mounted, they escaped. One of them received a slight wound in the hand. While Acting Master P. Donnelly was ashore with his men, Lieutenant [J. B.] Bridges, C. S. Army, sent a flag of truce to him for the purpose of having an understanding about firing on each other's men in the lower town. I was told by Acting Master P. Donnelly that arrangements had been made not to do so.

When I returned I sent a message to Lieutenant Bridges requesting an interview. He met me, and said that he had only refrained from firing on our men through the earnest entreaty of many ladies, but that as nothing would probably result from such picket firing, he was willing, so far as his authority went, to make that part of the town near the river neutral ground. This seemed to be done on his part with great doubt as to whether it would meet the approval of Colonel [John] Griffith, his immediate commander. I told him that I was not at all anxious on the subject; that we were never on shore except for the purpose of seeing the inhabitants, who were constantly asking and receiving favors from us, and that any firing on our men, under such circumstances, would be returned by the vessel. He also told me that he was stationed at this point for the purpose of preventing cotton coming in, and that his orders were to burn it if found on the way to the enemy and likely to get into his hands.

I also asked, by request of the widow of the late Lieutenant-Commander J. E. Hart, U. S. Navy, whose body now lies in the churchyard at St. Francisville, for permission to take it up and send it to her. I have not yet received an answer.

On Saturday, the 18th instant, 9 bales of cotton were brought in by a Jew to the river bank, to the south of the town and nearly abreast of this vessel. I was, however, not informed of it, or I would have sent the tug for it. The next morning, at 3:30, it was burned. I did not fire on the cotton burners—firstly, because I did not see any of them near the fire; secondly, the shell would have gone into the houses; and, thirdly, I have no instructions to do so. Yesterday, again, 15 bales were brought in, down a bayou at the north of the town. I was requested to take it on an empty coal barge to a place of safety. While the barge was being towed over the rebels discovered the cotton and set it on fire. Our men arrived in time to extinguish the fire and save all but about, perhaps, 1 bale. I am in hopes that the people, who are now for some reason very anxious to get their cotton to market, may rise in force against their oppressors. This is only a hope, for they have borne already far beyond the point when

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forbearance ceases to be a virtue. The people here, however, tell me there will be a change and that cotton will be allowed to come in. One lady, Mrs. M. White, a niece of ex-Governor Wickliffe, told me her husband had 17,000 bales, which he intended shipping. This, she said, was understood to be Confederate cotton, but in fact it was not. I know that her husband is not able to control so much privately and that he has been in the C. S. Army as quartermaster or a clerk in that branch of the service. There were about 15 bales shipped the other day from a landing about 5 miles below this. I sent the tug for it, as the owner, Mr. or Mrs. Flowers, seemed to be afraid it would be burned. I have, however, since heard that the probable reason of its being allowed to come out was that the pickets live at her house and that the supplies she expects to bring up will be partly for their use. In fact, I believe the rebels will not allow any to be sold except for their own use. This is on the east side of the river. There does not seem to be the same restrictions on the west side, although the rebel governor in his message is decidedly opposed to trading with the hateful Yankees.

I send you a copy of the message, which I think you will find interesting.

There is not much cotton, however, being shipped from the west bank, not more than 50 bales since you were here, owing, I think, to the low prices. There has been a large quantity purchased by speculators and payments made on it, but the low prices now make them rather willing to lose the payments already made than to complete the bargain.

On the evening of the 16th the Government steamer *Rocket* came up the river and alongside, having on board Adjutant-General Thomas. I was not on board at the time, having visited a cotton boat lying at the island. General Thomas informed the executive officer that he had on board three ladies, whom, with some family supplies for each, he wished to land on the west side of the river at Mrs. Bemis's Landing. He also said they had been fired into by the rebels at Bayou Goula, while visiting an old friend of his there, a Colonel Butler, formerly of the U. S. Army, but had fortunately escaped injury. Himself and staff believed that a force of cavalry had special orders to follow him up and take every opportunity to kill him, he being particularly hateful as the organizer of the negro forces. I have since learned from various sources that there were only two rebels present at the "battle of Bayou Goula." The general, however, expressed a willingness to risk landing to see the ladies safe at home, but his staff remonstrated so strongly against such an unnecessary risk that he was persuaded to remain on board the *Choctaw*, while Mr. Muncy, the executive officer of this vessel, landed his boat.

I sometimes get word from parties on shore that there will be some cotton on the bank in the morning. It is rather ridiculous for us to be called on to assist at stealing cotton in such small quantities, for I am told that part of what is brought in is stolen from the planters back in the country, and it is probably true, as the owners of cotton are not able to ship it now, on account, they say, of the construction put on the trade law by Mr. O. N. Cutler, purchasing agent. In the President's order on the subject of July 29, 1864, he says that parties selling products to a purchasing agent shall be

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allowed to invest one-third of the aggregate amount in supplies. Mr. Cutler, they say, allowed them, after taking out the fourth for the Government and all other expenses, amounting in all, generally, to about one-third of the whole, one-third of the remainder in supplies. They are also subjected to much delay in the city obtaining their permits, and, after the cotton is sold, obtaining their money. I have conversed with several intelligent planters, who say that no quantity of cotton will be sold before it is a dollar per pound. This price will enable them to realize about 35 cents per pound, after paying the transportation in the rebel country, "jayhawkers," etc.

I was informed yesterday by a nephew or cousin (I forget which) of Jeff Davis, a Doctor Smith, that some rebel cavalry, about 50 in number, were going to cross the river about 5 miles below this. I sent word to Port Hudson and Morganza, and told them I intended sending a party of men down in boats to prevent it if possible. The officer commanding at Port Hudson said he would send some cavalry. I sent the boats. They have just returned (it is now midnight) without having seen anything of the enemy. Yet I feel perfectly certain that the information was correct. The enemy may have delayed crossing on account of the weather, it being very bad, raining hard and blowing fresh.

This Doctor Smith has given me several pieces of information before which I found true. He always expresses his willingness to accompany the party on the expedition, and once, several months ago, he did go, and a boat was captured. He is a singular man, quite intelligent, but much given to opium and other stimulants.

There is another nephew of Jeff Davis, also a Doctor Smith, that I frequently see here. He is at present laboring to corrupt the lieutenant commanding the pickets at St. Francisville so that he may neglect his duty and allow cotton to come in. I do not think he has, as yet, fully succeeded.

I have given orders to the vessels in the district not to interfere with the trade or travel in the river. If the army authorities give passes, they are to be considered sufficient.

Very respectfully,

JNO. J. CORNWELL,
*Lieut. Commander, Comdg. 2d Div. Miss. Squadron.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*Order of Rear-Admiral Lee, U. S. Navy, to Acting Master Farrell, U. S. Navy, commanding U. S. S. Peri, to proceed to New Orleans, La., for temporary duty in West Gulf Squadron.*

NATCHEZ, MISS., *February 8, 1865.*

SIR: On the arrival at your station of the *Osage*, proceed in company with her, with the *Peri* under your command, to New Orleans, and report to Commodore J. S. Palmer, commanding West Gulf Blockading Squadron, for temporary duty.

On the completion of the service, return to the Fourth District and report for duty to the divisional officer in person and to me by

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letter, giving me also a detailed report of your proceedings while on detached service.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master THOS. M. FARRELL,
*Commanding U. S. S. Peri.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Bacon, U. S. Navy, referring to cutting of canal across Terrapin Neck by Acting Volunteer Lieutenant Gorringe, U. S. Navy.*

SKIPWITH'S LANDING, *February 10, 1865.*

SIR: I have just received Acting Volunteer Lieutenant Gorringe's report * of this date, in further explanation of his report of the 5th of January.

I do not approve of his unauthorized action in cutting a canal across Terrapin Neck for the purpose of changing the course of the Mississippi.

As this canal can, in his opinion, be quickly and thoroughly filled up, you are authorized to have it done, without charge to the Government, however, so as to leave the river to form its own bed as though no such attempt had been made to change its channel.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander GEO. BACON,
*Commanding Sixth District Mississippi Squadron.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, regarding the command of the Third and Fourth districts.*

SKIPWITH'S LANDING, *February 10, 1865.*

SIR: You will turn over to Lieutenant-Commander E. C. Grafton the command of the Third District, extending from Morganza to Red River, and will remain in command of the Fourth District, extending from Red River to Natchez.

The following vessels will comprise the Fourth District, viz: *Lafayette, Chillicothe, Champion, General Bragg, Kenwood,* and *Little Rebel.*

Acquaint Lieutenant-Commander Grafton thoroughly with the information your experience supplies respecting the situation in the Third District, and arrange such cooperation with him as will prevent any rebel demonstration from Red River.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. P. FOSTER,
*Commanding Third District Mississippi Squadron.*

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* Not found.

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Grafton, U. S. Navy, to relieve Lieutenant-Commander Foster, U. S. Navy, of command of the Third District.*

SKIPWITH'S LANDING, *February 10, 1865.*

SIR: You will relieve Lieutenant-Commander J. P. Foster of command of the Third District of the Mississippi Squadron, extending from Morganza to Red River.

The vessels comprising the Third District are as follows, viz: *Manhattan*, *Tennessee*, *Fort Hindman*, *Gazelle*, and tugs *Hyacinth* and *Dahlia*.

As the rebels have a naval force on Red River, and may get up a torpedo raid from that river, you and Lieutenant-Commander Foster will make such arrangements for cooperation as will best tend to defeat any naval attempt by the enemy.

The tugs assigned to the *Manhattan* and *Tennessee* are not intended to be used as a substitute for rowboats, but as adding to the motive power of the ironclads and as steam guards to run down on board torpedo or other craft threatening them.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander E. C. GRAFTON,
*Commanding Ironclad Manhattan.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Bacon, U. S. Navy, revoking order regarding the U. S. S. Juliet.*

MOUTH OF WHITE RIVER, *February 11, 1865.*

SIR: I have revoked my order of February 9, assigning the *Juliet* to temporary duty in the West Gulf Blockading Squadron, and have notified her commander thereof. The *Juliet* will remain in the Sixth Division.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander GEO. BACON,
*Commanding Sixth District.*

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*Report of Acting Volunteer Lieutenant Atkinson, U. S. Navy, commanding U. S. S. Sibyl, regarding reported operations of the enemy near Commerce and Buck Island, Miss.*

U. S. S. SIBYL, *February 13, 1865.*

SIR: I have the honor to report that on landing at Commerce, Miss., on the morning of the 11th instant, I was informed by a reliable citizen that six or eight wagons loaded with ammunition passed within 3 miles of his house, guarded by about 25 rebel soldiers. They were bound up the river, intending to cross into Arkansas. Landing at Buck Island, Mrs. Geddes told me that the rebs

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crossed powder Thursday night above the island. The captain of the sunken steamer *Bluff City* told me that he was on the main shore Thursday night, at a house near the head of Buck Island; that 10 or 15 wagons came there, and about 100 men, at about 10 o'clock, and returned before daylight; that he heard one of the men say, on their return, that when they got the skiff to cross, a boat came down the river; that he, the soldier, was scared; that he thought it was "one of them d———d gunboats." Landing on the Arkansas shore, Mrs. Moloney said that they crossed a skiff Thursday night from Mississippi shore above her house. That was all she knew. Landing at Miller's, about 10 miles above, opposite Cow Island, a man named Jenkins, who had been conscripted, begged me, for God's sake, to send himself and wife to Memphis, which I did on steamer *Annie E. Jenkins;* told me that the rebs had gone above; that he was hid in the canebrake for fear of them; that they had three 6-pounder cannon; that they were at Mayo's place, 3 miles back from the river, about 25 of them; his wife said that Saturday morning they had two big guns on wheels. The above is all the information I have been able to obtain. I shall make further enquiries.

I am, sir, very respectfully, your obedient servant,

JOHN W. ATKINSON,
*Acting Volunteer Lieutenant, Commanding U. S. S. Sibyl.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

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*General order of Acting Rear-Admiral Lee, U. S. Navy, regarding the change of names of certain vessels of his command.*

U. S. MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, Ill., February 14, 1865.*

GENERAL ORDER
No. 41.

My General Order No. 39, of the 3d instant, is so far modified as to make the following changes, by order of the Navy Department, in the names of four of the vessels recently added to this squadron:

*Fanny*, changed to *Grosbeak.*
*Valley*, changed to *Ibex.*
*Miller*, changed to *Oriole.*
*Porter*, changed to *Kate.*

The names of the remaining six and the lights and numbers of all are unchanged.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Patterson, U. S. Navy, to furnish source of information regarding organized Confederate torpedo corps.*

MOUND CITY, *February 14, 1865.*

SIR: Yours of the 28th January is received, stating that you have positive information of the existence of an organized torpedo corps on this river.

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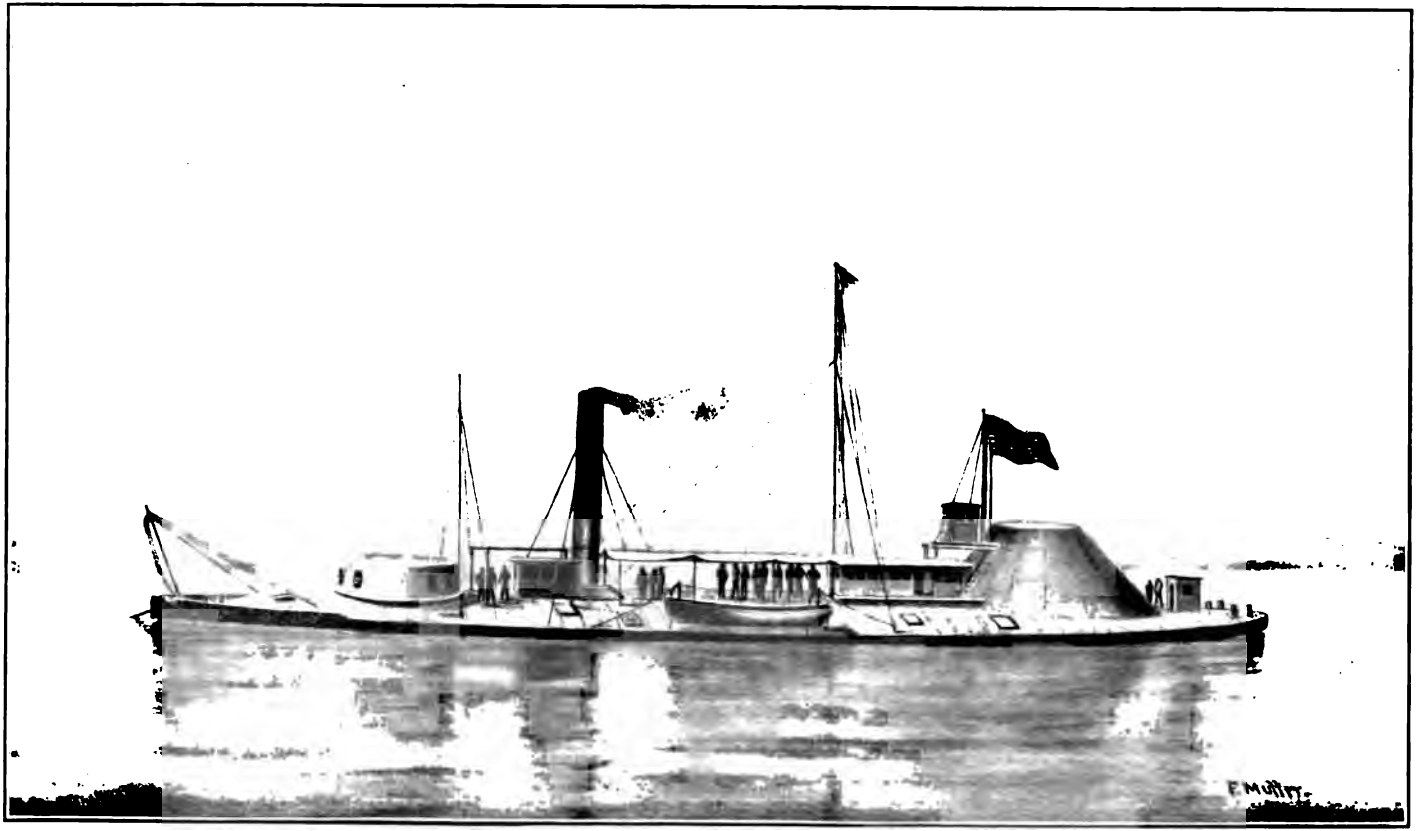

UNITED STATES STEAMER OSAGE.

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Be pleased to state in detail the source and nature of your information on the subject, with your opinion as to its reliability, and in making similar reports hereafter let such a statement accompany them.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant G. W. D. PATTERSON,
*Commanding U. S. S. Mound City.*

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*Order of Rear-Admiral Lee, U. S. Navy, to Acting Master Fitzpatrick, U. S. Navy, commanding U. S. S. Siren, to proceed to New Orleans, La., for temporary duty in West Gulf Blockading Squadron.*

MOUND CITY, ILL., *February 14, 1865.*

SIR: On the arrival at your station of the *Osage* proceed in company with her, with the *Siren* under your command, to New Orleans and report to Commodore Palmer, commanding West Gulf Blockading Squadron, for temporary duty. On the completion of the service return to the Eighth District and report for duty to the divisional officer in person and to me by letter, giving me also a detailed report of your proceedings while on detached service. Send a copy of this order to your divisional officer.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master JAS. FITZPATRICK,
*Commanding U. S. S. Siren.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Gibson, U. S. Navy, to proceed to New Orleans, La., for temporary duty in West Gulf Blockading Squadron.*

MOUND CITY, ILL., *February 14, 1865.*

SIR: On the arrival at your station of the *Cincinnati* proceed in company with her, with the *Marmora* under your command, to New Orleans and report to Commodore Palmer, commanding West Gulf Blockading Squadron, for temporary duty. On the completion of the service return to the Sixth District and report for duty to the divisional officer in person and to me by letter, giving me also a detailed report of your proceedings while on detached service. Send a copy of this order to your divisional officer.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master THOS. GIBSON,
*Commanding U. S. S. Marmora.*



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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Brooks, U. S. Navy, revoking orders to the U. S. S. Neosho for duty in West Gulf Squadron.*

MOUND CITY, *February 15, 1865.*

SIR: My order of the 1st instant, assigning the *Neosho* to duty in the West Gulf Squadron, is hereby revoked. You will remain here with the *Neosho*, which is to undergo repairs with all practicable dispatch.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master E. F. BROOKS,
*Commanding pro tem. U. S. S. Neosho.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to the commandant naval station, Mound City, for repairs to the U. S. S. Neosho.*

MOUND CITY, *February 15, 1865.*

COMMODORE: I have decided to send the *Cincinnati* to New Orleans instead of the *Neosho*, and I request that the latter may be thoroughly repaired with all practicable dispatch.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commodore J. W. LIVINGSTON,
*Commandant Naval Station, Mound City.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Goudy, U. S. Navy, commanding U. S. S. Cincinnati, to proceed to New Orleans, La., for duty in West Gulf Blockading Squadron.*

MOUND CITY, *February 15, 1865.*

SIR: Coal and proceed with all practicable dispatch, with the *Cincinnati* under your command, to New Orleans and report to Commodore J. S. Palmer for duty in the West Gulf Blockading Squadron. Deliver the enclosed order to the *Marmora* and *Naiad* on your way down. They will accompany you to New Orleans.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant JASON GOUDY,
*Commanding U. S. S. Cincinnati, Present.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Bryson, U. S. Navy, transmitting various orders regarding vessels of his command.*

MOUND CITY, *February 16, 1865.*

SIR: The following orders of this date are enclosed, viz: To Acting Master Sebastian, commanding receiving ship *Great Western*, direct-

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ing him to report by the vessel delivering the order the names and rates of all men transferred to other vessels who have served on board the *Rattler* since January 1, ultimo, showing when and where they were sent; to the commandant of the naval station at Memphis, to commanding officers of the *Osage*, *Tyler*, and *Siren*, and a general order to commanding officers, to transfer immediately by the vessel delivering the order to the receiving ship at Cairo any officers and men who have served on board the *Rattler* since January.

The *Osage* left here to-day for New Orleans. The *Siren* is ordered to accompany her. The *Tyler* is at White River.

Proceed with all dispatch with the *Fairy*, having the court of enquiry on board. Stop the receiving ship long enough to obtain the list called for by the enclosed order; then proceed down the river, overtake the *Osage*, communicate with her, with the Memphis naval station, the vessels above named, and those mentioned in the return from the *Great Western*, and receive from them the persons called for by the enclosed orders.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commander A. BRYSON,
*Presiding Officer of Court of Enquiry.*

P. S.—If you find the *Cincinnati* disabled and detained on the river, send by special messenger an order in my name to Lieutenant-Commander Bacon to send the *Vindicator* and *Marmora* with all dispatch to tow her down.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

[Enclosure.]

SPECIAL ORDER.] MOUND CITY, *February 16, 1865.*

Commanding officers will transfer immediately by the vessel exhibiting this order to the receiving ship *Great Western* any officers and men on board their vessels who have been attached to the late U. S. S. *Rattler* at any time since January 1, ultimo.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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[Telegram.]

MOUND CITY, *February 16, 1865—9 p. m.*

I have sent two light-draft ironclads and four tinclads to the West Gulf Squadron.

Troops are moving down the Mississippi. Quiet prevails on the river, with the exception of two slight attacks by guerrillas, easily repulsed and punished.

Trading under Treasury permits is largely increasing, and the people along the lower part of the river are showing more good temper and talking better than heretofore.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of Navy, Washington, D. C.*

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Canby, U. S. Army, regarding ironclads sent to New Orleans for cooperation with military forces.*

MOUND CITY, *February 16.*

GENERAL: I have sent to-day to New Orleans the light-draft ironclads *Osage* and *Cincinnati*, with four ironclads, to report to Commodore Palmer. These ironclads are the very best I had, all of the few others are in such very bad condition as to be wholly useless in your operations.

I trust that these vessels and the four monitors previously sent from this squadron may cooperate efficiently with your forces and that the entire movement may be a grand success. I have to regret, however, that your operations were not, as I hoped they would be, within my limits.

I have the honor to be, general,

Very respectfully and faithfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Major-General E. R. S. CANBY,
*Comdg. Military Div. of West Mississippi, New Orleans.*

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[Telegram.]

MOUND CITY, *February 16, 1865—4 p. m.*

If *Curlew* is in Cumberland send here immediately to Tennessee for surveying purposes.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

SENIOR NAVAL OFFICER, *Smithland.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report regarding attack upon the transport Mittie Stephens at Cole's Creek, Mississippi, February 18.*

FLAGSHIP BLACK HAWK, *March 4, 1865.*

SIR: I transmit enclosed a copy of a communication, dated 20th February, from Acting Volunteer Lieutenant A. N. Gould, commanding U. S. S. *Forest Rose*, reporting his driving off a guerrilla party who fired on the transport *Mittie Stephens* and attempted to burn 100 bales of cotton on the bank for shipment near Cole's Creek, Mississippi.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Enclosure.]

U. S. S. FOREST ROSE,
*Off Waterproof, La., February 20, 1865.*

SIR: I respectfully report that on the 18th instant, about 10 o'clock in the evening, while the *Mittie Stephens* was landing near Cole's Creek, Miss., to take on board 100 bales of cotton "properly permitted," she was fired on by a party of rebel scouts, doing no damage to the boat. Afterwards they set the cotton on fire. I opened fire on them as soon as the *Stephens* got clear, so that I could bring the guns of this vessel to bear, driving the enemy off. I then steamed into the bank, landed an armed force, and put the fire out, saving all the cotton except 5 bales; some few other bales were damaged. I expended the following ammunition, viz, four 32-pounder 5-second shells, four 24-pounder 3-second, and six 24-pounder 1½-second shrapnel.

Lieutenant [B. B.] Paddock was in command of the rebel scouts.

I am, sir, very respectfully, your obedient servant,

A. N. GOULD,
*Acting Volunteer Lieutenant, Commanding.*

Lieutenant-Commander E. Y. MCCAULEY, U. S. Navy,
*Commanding Fifth District Mississippi Squadron.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the services of Acting Volunteer Lieutenant Laning, U. S. Navy, in raising the U. S. S. Indianola.*

MOUND CITY, *February 20, 1865.*

When I assumed command of this squadron on the 1st day of November last, Acting Volunteer Lieutenant James Laning, under the authority of Admiral Porter, was engaged in preparing to launch the *Indianola*, which had been sunk in action with the enemy when the river was at a high stage, and was then aground, high and dry.

Lieutenant Laning managed this whole matter very well. The *Indianola* was raised, calked, launched, and, when the river rose, brought safely to Mound City Naval Station for repairs.

My thanks are hereby tendered to Lieutenant Laning for his good services on this occasion, with the expression of my regret that he has since resigned from the naval service.

The original order to Acting Volunteer Lieutenant Laning from Rear-Admiral Porter, dated June 30, 1864, is retained to accompany the account. A certified copy is herewith enclosed.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, offering to relieve him of command of Mississippi Squadron.*

NAVY DEPARTMENT, *February 21, 1865.*

SIR: Your letter of the 1st instant, dated New Orleans, was received at the Department the 17th instant, asking for leave of absence to visit Washington.

At this period, and considering that Captain Pennock will not be able to relieve you, and that you only took command of the Mississippi Squadron in October last, the Department hesitates to consent to your leaving your station, but considering that you have been in command of two squadrons, and that several changes are taking place, the Department will relieve you if you desire it, as there are several officers of merit to whom the Department, as yet, has not been able to assign commands.

Very respectfully,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*Report of Acting Rear Admiral Lee, U. S. Navy, showing disposition of the vessels of his command.*

U. S. MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, February 21, 1865.*

SIR: The following is the present disposition of the vessels of this squadron, viz:

| Vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Black Hawk, flagship | 14 | Acting Volunteer Lieutenant W. G. Saltonstall, temporarily. |
| Myrtle, tug | ..... | Acting Ensign I. N. Goldsmith. |

*First District, New Orleans to Donaldsonville, Lieutenant-Commander Byron Wilson, commanding.*

| Vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Ouachita | 39 | Lieutenant-Commander Byron Wilson. |
| Alexandria | 2 | Acting Master D. P. Rosenmiller. |
| Argosy | 9 | Acting Master J. C. Morong. |

*Second District, Donaldsonville to Morganza, Lieutenant-Commander J. J. Cornwell, commanding.*

| Vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Choctaw | 8 | Lieutenant-Commander J. J. Cornwell. |
| General Price | 4 | Acting Volunteer Lieutenant W. R. Wells. |
| Nymph | 8 | Acting Master P. Donnelly. |
| Ivy, tug, to tend and pump coal barges. | ..... | Acting Ensign P. C. Wright. |

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*Third District, Morganza to Red River, Lieutenant-Commander E. C. Grafton, commanding.*

| Vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Manhattan | 2 | Lieutenant-Commander E. C. Grafton. |
| Tennessee | 6 | Lieutenant-Commander Edwd. P. Lull. |
| Gazelle | 6 | Acting Ensign A. S. Palmer, pro tempore. |
| Fort Hindman | 8 | Acting Volunteer Lieutenant John Pearce. |
| Ozark, broken down | 7 | Acting Volunteer Lieutenant George W. Brown. |
| Dahlia, tug, guard to Tennessee and to pump coal barges. | ..... | Acting Ensign W. H. Strope. |
| Hyacinth, tug, guard to Manhattan and to pump coal barges. | ..... | Acting Ensign J. B. Hiserman. |

*Fourth District, Red River to Natchez, Lieutenant-Commander J. P. Foster, Commanding.*

| Vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Lafayette | 9 | Lieutenant-Commander J. P. Foster. |
| Chillicothe, broken down | 3 | Acting Volunteer Lieutenant Geo. P. Lord. |
| Champion, worn out | 5 | Acting Ensign Thos. Divine. |
| General Bragg | 3 | Acting Volunteer Lieutenant C. Dominy. |
| Kenwood | 7 | Acting Volunteer Lieutenant Jno. Swaney. |
| Little Rebel | 4 | Acting Ensign J. B. Pettey. |

*Fifth District, Natchez to Vicksburg, Lieutenant-Commander E. Y. McCauley, commanding.*

| Vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Benton | 13 | Lieutenant-Commander E. Y. McCauley. |
| Judge Torrence | 2 | Acting Master J. Irwin. |
| Mound City | 9 | Acting Volunteer Lieutenant G. W. D. Patterson. |
| Forest Rose | 8 | Acting Volunteer Lieutenant A. N. Gould. |
| Avenger | 7 | Acting Volunteer Lieutenant Chas. A. Wright. |
| Fern, tug, to tend and pump coal barges. | ..... | Acting Ensign Jno. M. Kelly. |

*Sixth District, Vicksburg to Arkansas River, Lieutenant-Commander George Bacon, commanding.*

| Vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Louisville | 7 | Lieutenant-Commander George Bacon. |
| Vindicator | 13 | Acting Volunteer Lieutenant H. H. Gorringe. |
| Romeo | 6 | Acting Master Thos. Baldwin. |
| Juliet | 6 | Acting Volunteer Lieutenant T. B. Gregory. |
| Samson, blacksmith shop | ..... | Acting Chief Engineer C. H. Christopher. |
| Laurel, tug, to tend and pump coal barges. | ..... | Acting Ensign W. R. Owens. |

*Seventh District, Arkansas River to Memphis, Lieutenant-Commander J. G. Mitchell, commanding.*

| Vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Fawn | 8 | Acting Master J. R. Grace. |
| Tyler | 14 | Acting Volunteer Lieutenant F. S. Hill. |
| Exchange | 7 | Acting Volunteer Lieutenant Jas. C. Gipson. |
| Cricket | 7 | Acting Master M. J. Cronin. |
| Silver Cloud | 7 | Acting Master Wm. Ferguson. |
| Sibyl | 8 | Acting Volunteer Lieutenant J. W. Atkinson. |

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*Eighth District, Memphis to Mound City, Commander Andrew Bryson, commanding.*

| Vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Huntress | 6 | Acting Master Jno. S. Dennis. |
| Hastings | 9 | Acting Volunteer Lieutenant J. S. Watson. |
| Essex | 12 | Acting Volunteer Lieutenant J. C. Parker, pro tem. |
| Fairy | 5 | Acting Master Chas. Swendson. |
| Robb | 4 | Acting Ensign Jas. Tuohy. |

*Ninth District, Mound City to Mussel Shoals, Lieutenant-Commanding R. Boyd, jr., commanding.*

| Vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Peosta | 15 | Acting Volunteer Lieutenant Thos. E. Smith. |
| Brilliant | 6 | Acting Volunteer Lieutenant Chas. G. Perkins. |
| Silver Lake | 6 | Acting Master J. C. Coyle. |
| Reindeer | 8 | Acting Volunteer Lieutenant H. A. Glassford. |
| Fairplay | 8 | Acting Master G. J. Groves. |
| Carondelet | 7 | Acting Volunteer Lieutenant Jno. Rogers. |
| Tensas | 2 | Acting Ensign E. C. Van Pelt. |
| Naumkeag | 7 | Acting Master A. F. Thompson. |
| St. Clair | 6 | Acting Volunteer Lieutenant J. S. French. |
| Curlew | 8 | Acting Master M. Hickey. |

*Tenth District, Cumberland River and Upper Ohio, Lieutenant-Commander Le Roy Fitch, commanding.*

| Vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Springfield | 12 | Acting Master Edm. Morgan. |
| Moose | 10 | Lieutenant-Commander Le Roy Fitch. |
| Victory | 6 | Acting Master Frederick Read. |

*Eleventh District, above Mussel Shoals, Tennessee River, Lieutenant Moreau Forrest, commanding.*

| Vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| General Burnside | 5 | Lieutenant Moreau Forrest. |
| General Grant | 5 | Acting Master Jos. Watson. |
| General Sherman | 5 | Acting Master J. W. Morehead. |
| General Thomas | 5 | Acting Master Gilbert Morton. |

*List of vessels repairing at navy yard.*

| Vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Indianola | ..... | ..... |
| New Era | 6 | Acting Master A. C. Sears. |
| Neosho | 4 | Lieutenant-Commander R. Boyd, jr. |
| Prairie Bird | 8 | Acting Master Thos. Burns. |
| Lexington | 10 | Acting Volunteer Lieutenant Wm. Flye. |
| Pittsburg | 8 | Acting Volunteer Lieutenant-Commander W. R. Hoel. |
| Tuscumbia, dismantled | ..... | ..... |
| Daisy, tug | ..... | Acting Master's Mate J. Graham. |
| Paw Paw | 8 | Acting Master M. V. B. Haines. |

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*Purchased vessels converting into gunboats.*

| | | |
|---|---|---|
| Tempest. | Mist. | Kate. |
| Grossbeak. | Collier. | Gamage. |
| Ibex. | Abeona. | |
| Colossus. | Oriole. | |

*List of transports and tugs.*

| Vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| General Pillow, ordnance, guard boat | 2 | Acting Ensign F. W. Halsted. |
| Abraham, inspection boat at Mound City | ..... | Acting Ensign Wm. Wagner. |
| Red Rover, hospital boat | 1 | Acting Ensign Chas. King. |
| General Lyon, dispatch boat | 3 | First-class Pilot R. E. Birch. |
| New National, dispatch boat | 4 | First-class Pilot A. M. Grant. |
| W. H. Brown, dispatch boat | 2 | First-class Pilot J. A. French. |
| Volunteer chartered dispatch Benefit boats | 5 | Acting Ensign M. K. Haines.<br>Acting Master Thos. McElroy. |
| Great Western, receiving ship, Cairo | 1 | Acting Master B. Sebastian. |
| Grampus, receiving ship, Cincinnati | ..... | Acting Ensign C. W. Litherbury. |
| Thistle, tug, waiting repairs | 1 | Acting Master W. J. Eltringham. |
| Mistletoe, tug, attached to navy yard, and | 1 | Acting Master J. L. Quigley. |
| Mignonette, tug, will be so | | Acting Master H. D. Green. |
| Pansy, tug, transferred | | Acting Master Wm. Harris. |

*Vessels transferred to West Gulf Blockading Squadron.*

| Vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Cincinnati | 13 | Acting Volunteer Lieutenant Jason Goudy. |
| Osage | 3 | Acting Volunteer Lieutenant George W. Rogers. |
| Siren* | 8 | Acting Master J. Fitzpatrick. |
| Marmora* | 8 | Acting Master Thos. Gibson. |
| Peri* | 8 | Acting Master T. M. Farrell. |
| Naiad* | 8 | Acting Master Henry T. Keene. |

*Temporarily.

I have the honor to be, very respectfully, yours,

S. P. LEE,
*Acting Rear Admiral Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, transmitting copy of confidential circular, and requesting that vigilance be urged on the part of divisional commanders of the Navy.*

HEADQUARTERS MILITARY DIVISION OF WEST MISSISSIPPI,
*New Orleans, La., February 22, 1865.*

SIR: I have the honor to enclose for your information copy of a confidential circular to commanders of departments and districts within this division and to request that you will be pleased to issue such orders to your divisional commanders as will secure increased

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vigilance on their part while we are operating east of the Mississippi and while the garrisons guarding the river are temporarily reduced.

Our operations against Mobile will commence in the early part of next month, and cooperative cavalry movements will take place from Vicksburg, Memphis, Baton Rouge, and Pensacola. The navy in Mobile Bay is ready to do their part of the work. We are anxiously awaiting the arrival of the monitors and tinclads which you were kind enough to promise us.

Very respectfully, sir, your obedient servant,

ED. R. S. CANBY,
*Major-General, Commanding.*

Rear-Admiral S. P. LEE, U. S. Navy,
*Commanding Mississippi Squadron, Mound City, Ill.*

[Enclosure.]

*Circular to department and district commanders.*

Confidential.]

HEADQUARTERS MILITARY DIVISION OF WEST MISSISSIPPI,
*New Orleans, La., February 22, 1865.*

As the withdrawal of part of the troops in this command for operations east of the Mississippi may induce counter operations by the rebels, I desire to impress upon all commanders that the important points occupied by us are to be held purely as military positions, to be defended to the last extremity, and that all interests are to be subordinate to the consideration of holding these points and maintaining the control of the Mississippi River.

If any of the works occupied are so extensive that the condition of absolute safety can not be secured with their present garrisons, they will be reduced in development until this condition is attained; and all commanders will anticipate the contingency of attack by putting the works under their control into the best possible condition for defense and employing all the resources of men and material that may be within their reach.

ED. R. S. CANBY,
*Major-General, Commanding.*

Official:

C. T. CHRISTENSEN,
*Lieutenant-Colonel, Assistant Adjutant-General.*

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*Correspondence regarding reported Confederate boat expedition in the Yazoo River.*

**Report of Major-General Washburn, U. S. Army, transmitting copy of his letter to Lieutenant-Commander Bacon, U. S. Navy.**

HEADQUARTERS DISTRICT OF VICKSBURG,
*Vicksburg, Miss., February 22, 1865.*

GENERAL: I enclose you copy of a letter to Captain Bacon, U. S. Navy, at Skipwith's Landing, commanding this division of the Mis-

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sissippi. Captain Hoyt, a paroled officer, will call upon you and give you information regarding this rebel fleet and upon other matters. If there was a gunboat here and I had any troops to spare, I should think the matter sufficiently important to send up the Yazoo to make enquiry.

Your obedient servant,

C. C. WASHBURN,
*Major-General.*

Major-General N. J. T. DANA,
*Commanding Department of Mississippi.*

[Enclosure.]

HEADQUARTERS DISTRICT OF VICKSBURG,
*Vicksburg, Miss., February 22, 1865.*

CAPTAIN: About 70 paroled prisoners were sent in to me to-day from Cahaba, Ala. They report that on the train with them from Meridian to Jackson were six large launches, each armed with a 12-pound howitzer. The boats came up from Mobile, and each had a crew of 15 men. At Jackson the prisoners were detained three days, and, while there, learned that these boats went up on the railroad north from Jackson and were sent across to the Yazoo River. They could give no reliable information of the object of this fleet, and I am left to conjecture. This is certain, that there were such boats and armed as I have stated, and I can imagine no use they can be put to unless they are to be taken across to the Mississippi at some point, probably near Greenville, and used to board and capture transports. I consider the information of sufficient importance to put you on your guard. It would not be difficult for six such boats, armed with artillery and manned by desperate men, to lie in wait in some bayou until a transport should appear in sight at night and then intercept her and pour such a fire into her as to bring her to bay and finally to enable them to board and capture her.

It may be well to caution the transports to keep a sharp lookout after night.

They may have no such design as I have intimated, but no harm can arise from keeping a sharp lookout.

I am, captain, your obedient servant,

C. C. WASHBURN,
*Major-General.*

Captain BACON, U. S. Navy,
*Gunboat Louisville.*

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**Letter from Lieutenant-Commander Bacon, U. S. Navy, to Lieutenant-Commander McCauley, U. S. Navy, transmitting copy of letter from Major-General Washburn, U. S. Army.**

U. S. S. LOUISVILLE,
*Off Skipwith's Landing, February 24, 1865.*

DEAR MCCAULEY: I enclose to you a copy of a letter from Major-General Washburn to me.

The letter speaks for itself. It may be that this "boat expedition" will think proper to go down the Black River, so you had better be on your guard for them.

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From all accounts some old naval officer has charge of the party. I have learned since that each man is armed with two navy revolvers.

Hoping you are well, I remain, yours, truly,

GEORGE BACON,
*Lieutenant-Commander, Commanding Sixth District.*

Lieutenant-Commander E. Y. MCCAULEY,
*Commanding Fifth District Mississippi Squadron.*

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**Letter from Major-General Dana, U. S. Army, to Lieutenant-Commander McCauley, U. S. Navy, with enclosures.**

HEADQUARTERS DEPARTMENT OF MISSISSIPPI,
*Memphis, Tenn., February 26, 1865.*

I enclose for your information a copy of a letter* written by Major-General Washburn, February 22, to Lieutenant-Commander Bacon, and of one by myself to Rear-Admiral Lee, concerning designs of the enemy with launches and armed boats on Yazoo River. I hope you will find it convenient to cooperate with General Washburn in any effort he may have to make.

Very respectfully, your obedient servant,

N. J. T. DANA.

Lieut. Commander E. Y. MCCAULEY, U. S. Navy,
*Commanding Naval Division, Natchez.*

[Enclosure.]

HEADQUARTERS DEPARTMENT OF MISSISSIPPI,
*Memphis, Tenn., February 26, 1865.*

I beg leave to enclose for your information a copy of a letter which Major-General Washburn, at Vicksburg, has written to Lieutenant-Commander Bacon, relative to movements of the enemy with armed launches on the Yazoo or in that vicinity. I do not know whether he forwarded a copy to you, but I considered it important that you should have the intelligence, and I hope it will not be inconvenient to have the river patrolled as actively as possible from Vicksburg to the mouth of the Arkansas. It is not improbable that the rebels have at their command a large number of bateaux, skiffs, and other floats which they can use in the Yazoo and its confluents, and it is known that they have one small steamboat there. I can only conjecture what they intend to do with the water craft which General Washburn reports having been sent up the Mississippi Central. Three ideas suggest themselves—first, the capture of Mississippi steamboats or the surprise of a gunboat; second, the crossing of a force from the trans-Mississippi to the east side; third, the embarkation of a division in small craft on the Yazoo and dropping down in the night to the Mississippi and attempting a landing by surprise on the levee inside the works of Vicksburg, to destroy the arsenal, magazines, and other public property, or to attempt the capture of the place in

* See p. 59.

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the present reduced state of the garrison by surprise. If I can gather further information, I will notify you, and will, with the limited means now left at my disposal, cooperate with you in any plan you may think proper to adopt.

I have the honor to remain, very respectfully,

N. J. T. DANA,
*Major-General.*

Rear-Admiral S. P. LEE, U. S. Navy,
*Commanding Mississippi Squadron.*

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**Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Bacon, U. S. Navy, urging vigilance.**

U. S. S. BLACK HAWK,
*Mound City, February 27, 1865.*

SIR: I have received to-night a letter from General Dana, enclosing a copy of General Washburn's letter to you of 22d. Besides the six launches, armed with 2-pounder howitzers, the enemy have other craft on the Yazoo and its confluents, and it is known that they have one small steamboat there. Their object may be the capture of Mississippi steamboats, the surprise of a gunboat, the crossing of a force from the trans-Mississippi to the east side, the embarkation of a division on the Yazoo, to drop down by night into the Mississippi, attempt to surprise Vicksburg and destroy the arsenal and magazines inside the levee there, or capture the place in the present reduced state of its garrison.

It will be necessary to watch the Yazoo and look out for Vicksburg and to patrol the river with all the movable vessels actively between Vicksburg and the Arkansas, with a special view to prevent crossing and captures.

I shall dispatch the new gunboat *Colossus* to you to-morrow morning, and have ordered Lieutenant Foster to send you the *General Bragg* until you are sufficiently reinforced, which will be done as soon as possible, when you will return her to his division.

Great vigilance must be exercised on board all the gunboats every night in thick weather to prevent surprise. You and your vessel and a tinclad should be at Vicksburg or off the Yazoo, which are more important points now than Skipwith's Landing. If you have no gunboat for Skipwith's Landing, its occupancy must be abandoned. Do not allow your tug to be used in place of rowboats, but use her as a steam guard and picket boat at a convenient distance ahead of your vessel, to give you timely notice, with concerted signals, especially while you are off the Yazoo. Keep me advised of the situation of your operations and of the movements of the vessels, stating within what limits each moves.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander GEO. BACON,
*Commanding Sixth District.*

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**Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Dana, U. S. Army, acknowledging information regarding the enemy's movements.**

U. S. S. BLACK HAWK,
*Mound City, February 28.*

GENERAL: Yours of the 26th instant, enclosing a copy of General Washburn's communication to you of the 22d instant, was received last night.

I thank you for the information, and have issued orders to frustrate any attempt the enemy may make on Vicksburg or on the Mississippi from the Yazoo.

I shall always be obliged to you for any information you can furnish me in regard to the enemy's movements or designs.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Major-General N. J. T. DANA,
*Commanding Department of Mississippi, Memphis, Tenn.*

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**General order of Acting Rear-Admiral Lee, U. S. Navy.**

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
*Mound City, Ill., February 28, 1865.*

GENERAL ORDER No. 47.

I. General Washburn states that 70 paroled prisoners sent from Cahaba, Ala., delivered at Vicksburg on the 22d instant, report that six large launches, each armed with a 12-pound howitzer and manned with a crew of 15 men, were on the train with them from Meridian to Jackson. At Jackson the prisoners were detained three days, and whilst there learned that the boats were sent north up the railroad and thence across to the Yazoo. The general says it is certain that there are such boats and so armed, and he conjectures that they will be sent to the Mississippi, probably at Greenville, to board and capture transports.

II. General Dana says the enemy are known to have a small steamboat and perhaps other water craft in the Yazoo, and their object may be to capture Mississippi steamboats or surprise a gunboat, to cross a force from the trans-Mississippi to the east side, to embark a division on the Yazoo, drop down by night and attempt to surprise and capture Vicksburg or destroy the arsenal, magazine, etc., on the levee inside the works.

III. Commanding officers will themselves notify the transports that the enemy has these armed boats, with which, coming out of creeks and bayous, they may attempt to surprise and capture them.

IV. Divisional officers will keep their movable vessels on an active and vigilant patrol of their sections to prevent the enemy from succeeding in any of his supposed or probable purposes. Disabled and stationary vessels should be very vigilant.

V. Gunboats passing a military post where there is no stationary vessel will always, when practicable, communicate with the com-

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mandant to afford an opportunity to give and receive information. It may be necessary to assist threatened points, weakened by temporary withdrawal of troops.

VI. Take proper precaution at all times against surprise, but especially when lying near tributaries from which there is reason to suppose the enemy may issue with an armed force.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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**Letter from Brigadier-General Smith, U. S. Army, to Lieutenant-Commander Bacon, U. S. Navy, regarding precautionary measures.**

HEADQUARTERS DISTRICT OF VICKSBURG,
*Vicksburg, Miss., March 3, 1865.*

SIR: I have the honor to acknowledge the receipt of your communication of 1st instant, in reference to the armed launches of the enemy on the Yazoo or in that vicinity. In reply I have the honor to state that I have been unable to gather anything more but confirmatory reports of what has already been communicated to you. I forwarded you yesterday a copy of a letter from Major-General Dana to Rear-Admiral Lee, which contains about all the suggestions I am at this time able to make. There is no doubt but that they intend mischief at some point, and, if you think proper, it might be well, as a precautionary measure, to anchor the *Louisville* off or near this city, as you intimate in your communication. Should I learn anything more concerning their magnitude or designs I will immediately communicate to you, and should be pleased to cooperate with you to the best of my ability, with the limited means now left at my command, in any measure you may think best to adopt to defeat their designs.

Very respectfully, your obedient servant,

M. L. SMITH,
*Brigadier-General of Volunteers.*

Lieutenant-Commander GEORGE BACON,
*Commanding Sixth District Mississippi Squadron.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Saltonstall, U. S. Navy, to proceed to Cincinnati, Ohio, on special duty, in preparation of vessels.*

MOUND CITY, ILL., *February 23, 1865.*

SIR: You are hereby detached from the command of the U. S. flagship *Black Hawk* and will proceed without delay to Cincinnati, Ohio, and assume command of the U. S. S. *Tempest*, proceeding with her to this place upon her completion and acceptance.

Enclosed are articles from my instructions of January 4, 1865, to Lieutenant-Commander James A. Greer.

On your arrival at Cincinnati ascertain and report to me when each of the vessels now there probably will be ready for service, and urge the contractors to hurry their completion.

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You will take charge whilst there of the duty assigned Acting Ensign Litherbury and send down each vessel as soon as it is inspected and reported by the fleet engineer and acting naval constructor as completed according to contract.

Do not receive any of these vessels until this is done, and officers ordered to them must not occupy them until then.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant WM. G. SALTONSTALL,
*Commanding U. S. S. Black Hawk, Mound City, Ill.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Burns, U. S. Navy, commanding U. S. S. Grossbeak, to proceed to Cincinnati, Ohio, to convoy monitors to Mound City, Ill.*

U. S. S. BLACK HAWK,
*Mound City, February 25, 1865.*

SIR: Proceed with the *Grossbeak* under your command to Cincinnati and report your arrival to Chief Engineer Charles H. Loring, inspector of ironclads, for the purpose of convoying two or more monitors to the naval station, Mound City, as soon as there is sufficient water.

Give these ironclads (which have not received their armament and crew) careful convoy, keeping them together, and return here with them and report to me as soon as practicable.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master THOS. BURNS,
*Commanding U. S. S. Grossbeak, Mound City, Ill.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Ensign Tuohy, U. S. Navy, to proceed to Paducah, Ky., as bearer of dispatch.*

FEBRUARY 24, 1865.

SIR: Proceed without delay to Paducah and deliver the accompanying dispatch * to Lieutenant-Commander Boyd.

Should he have left there before your arrival, obtain Tennessee pilots quickly and push up the river until you overtake him. Should there be a gunboat, however, at Paducah about to go up the Tennessee, you may turn over the dispatch to her commanding officer for delivery. After executing this order return and report to me.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Ensign JAS. TUOHY,
*Commanding U. S. S. Robb.*

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* Not found.

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding an article published in the Army and Navy Journal on "Gunboat traffic on the Tennessee."*

U. S. MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, February 25, 1865.*

SIR: I have to acknowledge the receipt from the Department of two copies of the Army and Navy Journal of the 18th instant, containing an article signed "Officer," entitled "Gunboat traffic on the Tennessee." My attention had already been called to this article and I have referred the matter to the district commander for investigation and report.

As far as I am aware, there is no foundation for these charges of extensive trade. The exchange with well-disposed persons of salt and similar articles for mess supplies only has been practiced by the officers, and to some extent perhaps by the crews, of vessels in the Tennessee and throughout the squadron. The proceeding was innocent and necessary, and has been permitted both by Rear-Admiral Porter and myself. The investigation now in progress will determine whether or not the charges of wholesale trade are alone based on this small barter for poultry, eggs, etc., for the messes. If the abuse stated really exists, it will be at once suppressed and the persons engaged in it held to account.

There is a large and growing trade on the Western rivers with the insurrectionary region under Treasury permits.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, expressing his wish to retain the command of the Mississippi Squadron.*

U. S. MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, February 27, 1865.*

SIR: Referring to the Department's communication to me of the 21st instant, and to my telegram of this date in relation to it, I beg leave to submit that I can not at this period desire to abandon the command of this squadron, to which I have been so recently appointed.

The vigorous progress of the campaign in the East will probably either soon close the rebellion or transfer its leaders and their arms to within the reach of this squadron in their next necessary movement to cross the Mississippi in support of the last part of their policy, to establish firmly a military monarchy in a neighboring quarter, and I do not desire to avoid the discharge of the patriotic duty connected with its defeat.

In any event, sir, I would prefer retaining this command until next fall, if not inconsistent with the views of the Department.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Telegram.]

FLAGSHIP BLACK HAWK,
*Mound City, February 27, 1865—8:30 p. m.*

Telegram received. What expense has already been incurred on *Tempest* and what will it cost to complete her? When will other vessels be ready?

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant W. G. SALTONSTALL,
*Cincinnati.*

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[Telegram.]

FLAGSHIP BLACK HAWK,
*Mound City, February 27, 1865—10 p. m.*

Ascertain and telegraph when monitors at Cincinnati will leave. Send gunboats with all practicable dispatch. Give your address.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant W. G. SALTONSTALL,
*Cincinnati.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Sampson, U. S. Navy, commanding U. S. S. Colossus.*

FLAGSHIP BLACK HAWK,
*Mound City, February 28, 1865.*

SIR: Proceed without delay, with the *Colossus* under your command, to the Sixth District, and report to Lieutenant-Commander George Bacon, commanding, delivering to him the accompanying dispatch.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master FREDK. G. SAMPSON,
*Commanding U. S. S. Colossus.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Dominy, U. S. Navy, commanding U. S. S. General Bragg, for temporary duty.*

FLAGSHIP BLACK HAWK,
*Mound City, February 28, 1865.*

SIR: Proceed immediately with the U. S. S. *General Bragg* under your command to the Sixth District and report for temporary duty to Lieutenant-Commander George Bacon.

On the completion of the required service, return without delay to the Fourth District and report to Lieutenant-Commander J. P. Foster.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral.*

Acting Volunteer Lieutenant C. DOMINY,
*Commanding U. S. S. General Bragg.*

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*Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, acknowledging measures of cooperation.*

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
*New Orleans, La., February 28, 1865.*

ADMIRAL: I have the honor to acknowledge the receipt of your letter of the 16th instant, informing me that two ironclads and four tinclads have been ordered by you to report to Commodore Palmer. These vessels have not yet arrived, but when they come, I have no doubt that their services will realize all our anticipations.

The late severe rains in this region have interfered very materially with the movement of troops. It is now bright and dry weather, and if it continues so we may hope soon to be able to go to work with fair prospects of good results.

Reports recently received from Mobile concur in the statement that a number of armed launches have been sent in the direction of Jackson, Miss., with the evident design of interfering with shipping on the river, or perhaps with the intention of covering the transfer of rebel troops from the west side of the river. I have given due notice to divisional commanders of your squadron between Red River and Memphis.

During my absence I have authorized Generals Hurlbut and Dana to approve all permits and safe-conducts, which, heretofore, under General Orders No. 80, required my own approval. The officers of your squadron have all been notified accordingly.

I thank you for your hearty cooperation on all occasions, and for your kind wishes for our success.

I remain, admiral, with high esteem, your friend and obedient servant,

ED. R. S. CANBY,
*Major-General.*

Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

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*Report of Acting Volunteer Lieutenant Watson, U. S. Navy, regarding raid upon, and affairs in vicinity of, Hickman, Ky.*

U. S. S. HASTINGS,
*Off Hickman, Ky., February 28, 1865.*

SIR: I respectfully beg leave to report to you a raid made upon this place yesterday, in the absence of the gunboat, by a party of guerrillas said to belong to Quantrill's command. They came in about 10 a. m., commenced plundering the stores and dwelling houses, abusing and beating the citizens, women and children included, shooting at them, compelling them to give up the money in their possession; set fire to their buildings, one of which was entirely burned up; remained in town until 4 p. m., leaving on the appearance of the *Hastings* coming up the river. They carried with them a large amount of money, supplies, and whisky, the latter articles having been landed recently from transports. I have been informed that whenever the gunboat is absent there are always from five to thirty rebels in the town. They are enticed here principally by the large

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amount of goods landed and permitted from Cairo. It has been the custom of persons living in the western part of Tennessee to go to Cairo, purchase goods, have them permitted to some point in Kentucky—usually Hickman and Watson's Landing, the former only 5 miles, the latter half a mile from the State line—and carry them to Tennessee. These people informed me that the question is never asked at Cairo whether they live in Kentucky or Tennessee. I am also informed that nearly all the goods landed at this point are sold in Tennessee, which, by the military regulations, is prohibited unless received in exchange for cotton. The trade and travel to this point is very extensive. One boat loaded $25,000 worth of goods, nearly all of which went to Tennessee, permitted for Kentucky, from Cairo.

I am, respectfully, your obedient servant,

J. S. WATSON,
*Acting Volunteer Lieutenant, Commanding.*

Commander ANDREW BRYSON,
*Commanding Eighth District.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Cornwell, U. S. Navy, regarding disposition of money captured with mail carrier.*

FLAGSHIP BLACK HAWK,
*Mound City, February 28, 1865.*

SIR: Your reports in reference to the capture of the rebel mail carrier, Terry, are received.

The property captured with this man should all have been disposed of according to prescribed regulation, and I can not authorize the payment of a portion of the money captured with him to Frederick Gerichton, seaman, who will be sufficiently rewarded by advancement to a higher rating.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. J. CORNWELL,
*Commanding Second District Mississippi Squadron.*

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*Correspondence regarding joint measures of Union and Confederate authorities for suppression of irregular troops in parish of West Baton Rouge and portions of the parishes of Iberville and Pointe Coupée, La.*

**Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of Lieutenant-Commander Cornwell, U. S. Navy, February 28, 1865.**

MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, March 17, 1865.*

SIR: I transmit enclosed, for the information of the department, a copy of an intelligent and interesting report from Lieutenant-Com-

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mander J. J. Cornwell, commanding Second District, concerning affairs in his district.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

U. S. S. CHOCTAW,
*Off Bayou Sara, La., March 6, 1865.*

SIR: Since my report of February 23 there has been such a continuation of bad weather that but little cotton has been shipped, the roads being in such a bad condition that it could not be hauled to the river. I am told by parties who wish to ship it that the rebel pickets will allow it to pass for a certain amount of money per bale, although their orders are positively to the contrary.

The influential people seem to be ready for any change that will bring peace, especially since Sherman's great success.

On the 28th of February the army transport *John Raine*, with about 500 colored troops on board, came up the river. The officer in charge reported that at Waterloo, 7 miles below this place, a party of guerrillas had fired on the steamer with musketry and wounded 5 men, and that the passenger packet *Missouri* was fired into on the way down at the same time. I immediately placed a smooth-bored 12-pounder howitzer on the tug *Hyacinth* and sent Acting Ensign M. B. Muncy, with 20 men, down the river to see that the *Missouri* had passed the place in safety. It being dark at the time, the tug steamed down the opposite shore until below Waterloo. Finding the *Missouri* had gone by safely, she turned and passed up the west shore. When abreast of Waterloo the *Hyacinth* was fired into by musketry, which was returned both by musketry and the howitzer; the enemy immediately fled. The women and children were heard crying. Some of the men came to the bank and begged of them to fire no more, saying that they had nothing to do with the firing, and Mr. Muncy, I think very properly, ceased firing, although by order No. 4 we are directed to do all the damage possible to the enemy in the vicinity where firing has taken place. I have since talked with people residing in Waterloo, and they state that the firing was done by a party of men under a man named Williams, who, they say, has been an officer in the C. S. Army, but he has deserted his command, which is now east of the Mississippi. This man Williams told the people of Waterloo that as he could not get any conscripts there he would fire into steamers, which would cause the place to be burned.

Expended 2 canister and 2 shrapnel (12-pounder howitzer) the night of the firing.

On Wednesday, March 1, the Vicksburg packet *Grey Eagle* was fired into about 7 miles above this place, near Morganza, by the same party, but no damage was done. I communicated with General [Edmund J.] Davis immediately after the *John Raine* was fired into. He said that he had telegraphed to General Herron at Baton Rouge in reference to the subject, and had requested that a party of cavalry of sufficient strength be sent from there to devastate the

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whole country to Bayou Atchafalaya, if the firing did not cease at once. I told the general that I was under the impression, from what I had heard Mr. Batt Barrow say, that the commander of the rebel forces in this vicinity, Captain Ratliff, was as much opposed to firing on steamers as we were, and that I thought, before any action was taken, that Captain Ratliff should be communicated with. The general did not wish to communicate with him, but said he would be glad to see Mr. Barrow, who is Captain Ratliff's cousin. I wrote Mr. Barrow a note that evening, and yesterday he came on board. I went with him to Morganza, where we had a conversation with General [Thos. J.] McKean, who commands that post at present.

I enclose a note from Captain Ratliff to Mr. Barrow, intended for my information. I will await your orders before I take any further action in the case. I was told yesterday evening by a Mrs. Chinn, who lives back in the country where Ratliff stays, that she saw a party of his men in charge of some jayhawkers as she came toward the river. This Mrs. Chinn is a very rich widow, and says she is very anxious for peace. She, however, has a son in the rebel army, now a prisoner at Elmira, N. Y. She has a plantation on each side of the river and sometimes wishes to cross. I had her taken across this morning with three small children, a carriage, and two mules. I think, from your general instructions while here, that I was authorized to do so. She ships cotton to New Orleans. You may remember having seen some of her cotton in one of our coal barges while here.

I met the captain commanding the pickets at St. Francisville a few days ago, and was told by him that our people would not be molested while in the lower town. Since then the officers and a few men have visited the shore. I think this will be a good arrangement, as it will prevent trouble with this poor, miserable town, already in ruins. I will endeavor to keep the vessels in this district patrolling the river, so that any move by the enemy will be known as soon as possible.

The *Naiad* has just returned from New Orleans.

The *Nymph* is at Red River repairing, and will probably not be finished for a week.

Very respectfully,

J. J. CORNWELL,
*Lieutenant-Commander, Commanding Second Division.*

Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

[Subenclosure.]

POINTE COUPÉE PARISH, *March 4, 1865.*

I have just received a letter from Lieutenant J. J. Cornwell, commanding gunboat at Morganza, of date March 2, and I deem it my duty as a Confederate officer, commanding forces east of Atchafalaya, to disclaim any connection with the firing on the transports on the river. I have given orders to the contrary, and directed that no transport under any circumstances should be fired on, and have sent a flag of truce to the commanding general of this district to suspend operations against me until I could clear the coast of these jay-

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hawkers, and I ask that you visit Captain Cornwell immediately and represent to him these facts and my determination.

I am, very respectfully, your obedient servant,

W. B. RATLIFF,
*Commanding Advanced Post.*

Mr. BATT [ALEXANDER] BARROW.

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**Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting proposition from a Confederate officer to rid the country east of the Atchafalaya River.**

MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, March 29, 1865.*

SIR: I transmit enclosed a copy of a report from Lieutenant-Commander J. J. Cornwell, commanding Second District, dated March 20, respecting an arrangement entered into with the officer commanding the rebel forces this side of the Atchafalaya, to suppress guerrilla bands in that region; also its enclosure, a letter to himself from Captain Ratliff, the rebel officer referred to, on the subject.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

U. S. S. CHOCTAW,
*Bayou Sara, March 20, 1865.*

SIR: In my last letter to you I referred to the fact that parties on shore had been firing upon boats passing up and down the river. I had an interview with the military authorities, and laid before them a proposition made to me through a friend by Captain Ratliff, commanding the rebel forces this side the Atchafalaya. Captain Ratliff proposed to clear the country of jayhawkers, provided he was not interfered with by our forces while doing it. The military authorities and Captain Ratliff came to an understanding, and he, the captain, is now making the country too hot for the marauders. Enclosed I send you a letter from Captain Ratliff concerning the matter.

Very respectfully,

J. J. CORNWELL,
*Lieut. Commander, Comdg. Second Dist. Miss. Squadron.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

[Subenclosure.]

BEMISS LANDING, *March 17, 1865.*

CAPTAIN: By an arrangement with General Herron, I this morning started squads of men after a lot of jayhawkers, and I understand, when I reached New Road, that the jayhawkers had become

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alarmed and were making their way to the Mississippi River or the Federal lines at Morganza. Should O'Neil and his men come within your lines it is but justice to me and the arrangement that these men be shot at once or delivered up to me.

I have also to represent that a body of men (about 40 in number), and principally deserters from the Confederate Army, are in Plaquemine and constantly raiding down the Bayou Plaquemine, and that a few days ago a squad of these men entered the house of Mr. Roane, on Grand River, and besmeared his house, pulled his wife out of bed, and tore up things generally.

I am satisfied that these things are done without the knowledge or approval of the commanding officer at Baton Rouge, and beg of you to make known the above fact to him at once.

It has been told to me by several parties that the men alluded to in Plaquemine are unauthorized, but that they draw rations at that post and are allowed to pass in and out whenever they think proper. I have been opposed always to unauthorized bodies of men acting, and jayhawkers spare neither side, and if this is to be the understanding along the line from Morganza to Plaquemine the arrangement will be cordially entered into, and both sides are expected to carry it out.

I am, captain, very respectfully, your obedient servant,

W. B. RATLIFF,
*Captain, C. S. Army.*

Captain J. J. CORNWELL,
*Commanding U. S. Gunboat, Bayou Sara.*

They are called the "Forty Thieves," mostly deserters from the Confederate Army. They came to Plaquemine, were not mounted, and say they are ordered to mount themselves in the country by authority at Plaquemine. They draw all rations but corn and fodder at Plaquemine.

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**Report of Major-General Herron, U. S. Army, transmitting letters from Captain Ratliff, C. S. Army, and Mr. Barrow proposing measures of cooperation.**

HEADQUARTERS NORTHERN DIVISION OF LOUISIANA,
*Baton Rouge, La., March 4, 1865.*

COLONEL: I enclose herewith letters from Captain Ratliff, C. S. Army, and Mr. Barrow, which were sent to me this morning from West Baton Rouge. The first letter, marked "A," is from Ratliff to Captain Donnelly, of the Navy, Mr. Barrow being the bearer, and the next, marked "B," is Barrow's letter of transmittal. Not finding Donnelly, Mr. Barrow sent both communications to me, and his note of transmittal is marked "C." Being desirous of learning whether this Barrow was a person we wanted, I sent Captain Morey of my staff to West Baton Rouge to communicate with him, and the communication ("D") is his proposition on behalf of Ratliff. This person is a regularly commissioned Confederate officer, while Prime, Robinson, O'Neil, and others are guerrillas, and are the bands that lately fired upon our boats. Yesterday Prime's men dispersed the workmen on the levee 8 miles above here, and they can not go back until I send a guard with them. My opinion is that Ratliff wants to

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secure these men and put them in the rebel service, although he states that it is his intention to punish them.

Respectfully, your obedient servant,

F. J. HERRON,
*Major-General.*

Lieutenant-Colonel GEORGE B. DRAKE,
*Assistant Adjutant-General.*

[Enclosures.]

A.

POINTE COUPÉE PARISH, *February 28, 1865.*

CAPTAIN: It having been represented to me that the parish of West Baton Rouge, the upper portion of the parish of Iberville, and the lower portion of the parish of Pointe Coupée are infested with unorganized bodies of jayhawkers, and that they have been firing at the workmen on the levee at Chinus Cubasse and at the boats on the river; and also that the Federal authorities are not only opposed to this species of warfare, but are willing to suspend operations against the regular Confederate authorities if they will put a stop to these marauders. I therefore send Mr. Alexander Barrow to you to know if you are authorized by the commanding officer to enter into an arrangement to suspend operations on this side against my command for a certain number of days, until I can at least attempt to clear out these parties. I have given positive orders not to molest parties at work on levees or to fire at the steamboats, and my authority is from the Confederate authority in command of this district, and these orders have been distinctly promulgated. And in regard to the levees, it is not the desire of our generals to in the least obstruct a people in obtaining a support which the high water would deprive them of. Most of the persons along the line of the river are women and children, and dependent entirely upon the soil for support. Mr. Barrow is authorized to enter into an arrangement to suspend hostilities with me for a certain number of days, and I will send a force and attempt to rid the parish of the nuisances with no other object.

I am, captain, very respectfully, your obedient servant,

W. B. RATLIFF,
*Captain, Commanding Advanced Post.*

Captain DONNELLY,
*Commander of U. S. Gunboat No. 54, Mississippi River.*

---

B.

WEST BATON ROUGE, *March 2, 1865.*

SIR: I reported to Captain Ratliff that I understood you to have said a few days since that "if Captain Ratliff would agree, you would see that the Federal authorities would cooperate with him, and you would give all the assistance in your power in ridding this section of country from the jayhawkers." To forward this desirable end Captain R. has sent me charged with a letter to you upon the sub-

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ject, trusting that he can make such arrangements with yourself and the general commanding the district as to meet the object above referred to. Please let me hear if you are disposed to communicate further upon this matter, and in what manner. If by personal interview, I would respectfully suggest great secrecy, that the parties above mentioned may be ignorant of the action to be had against them. It may be proper, captain, to state that I am not connected with the army in any manner, but residing in what is termed the Grosse Tête country, and at times near Captain Ratliff's headquarters. The captain has asked me to be the medium through which these arrangements should be made, and you can well understand the interest I, in common with my fellow-citizens, take in plans by which they hope to be relieved from the nightly incursions of these predatory bands of marauders.

I have the honor to be, very respectfully, your obedient servant,

ALEXANDER BARROW.

Captain DONNELLY,
*Commanding U. S. Gunboat No. 54.*

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C.

WEST BATON ROUGE, *March 3, 1865.*

GENERAL: You will perceive from the enclosed letters my object in coming to this point. Not finding the officer at this station through whom I expect to open communication with you, I am induced to address you directly, hoping to consummate the wishes of Captain Ratliff. You will please inform me if you are willing to waive the informality and conclude the proposed arrangements. My verbal instructions are ample, I conceive, and fully justify me in proceeding.

Expecting an answer as early as convenient, I have the honor to be, general, very respectfully, your obedient servant,

A. BARROW.

Major-General HERRON,
*Commanding District, etc., Headquarters at Baton Rouge.*

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D.

WEST BATON ROUGE, *March 4, 1865.*

GENERAL: After a conference with Captain Morey, acting aid-de-camp, I beg to state that Captain Ratliff proposes to capture or drive away the bands of men, commonly known as jayhawkers, now infesting the country lying between the rivers Mississippi and Atchafalaya, north of the Plaquemine. Those he captures will be sent up to Confederate district headquarters to be summarily dealt with as deserters and jayhawkers. Captain Ratliff proposes to capture or drive away these men with his own forces, the Federal authorities to agree to a truce for a limited time, say, ten days, not to send any military force into the country above referred to below Morganza or north of the Bayou Plaquemine. Captain Ratliff will agree that the levee contractors at Morganza or at Chenier's plantation, and their

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hands or laborers, shall not be disturbed in any manner by the Confederate forces.

Very respectfully, your obedient servant,

A. BARROW.

Major-General HERRON,
*Commanding Northern Division of Louisiana.*

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**Report of Brigadier-General Brent, C. S. Army, referring to proposition of Captain Ratliff, C. S. Army.**

HEADQUARTERS CAVALRY FORCES FRONT LINES,
*Lodi Plantation, April 1, 1865.*

MAJOR: No reports from General Harrison have been received for several days. The front south of Red River is quiet. One of my spies in the La Fourche has been arrested by the enemy, which has interrupted temporarily our communications. I respectfully call attention to statements in the Cincinnati papers that on the 12th March 27 steamers ascended the Cumberland River, and that on the 14th the Government took up a number of steamers at Louisville. The scouts just north of Red River report that on the 25th instant a steamer loaded with troops passed down, and that most of the gunboats between the mouth of Red River and Vidalia have been sent below. A boat passed out the mouth of Red River night before last, supposed to be a cotton boat from the Ouachita. I respectfully forward you a copy of an agreement entered into by Captain Ratliff and some Federal officer, by which our relations with the enemy "east of the Atchafalaya and south of Morganza" are defined and established. Lieutenant Collins, commanding scouts north of Morganza, has reported to me that he has, by flag of truce, signified to the Federal authorities his acceptance of Captain Ratliff's treaty. I also enclose a copy of a communication on the same subject, dated 29th March, from Lieutenant Collins to Captain Pickens. This treaty between Captain Ratliff was not communicated to me by that officer, and I am indebted for all the information I have relative to what is occurring between the "U. S. forces and the C. S. forces east of the Atchafalaya" to the kind consideration of Lieutenant Collins. I forbear to make any comments upon the action of the contracting party representing the C. S. military forces east of the Atchafalaya, as he reports directly to the lieutenant-general commanding, and probably has his authorization for his proceedings. I have the honor to report the arrival at my headquarters of 23 mules captured by Captain Whitaker, Seventh Louisiana Cavalry, within the picket line of the enemy and within 3 miles of the forts of Donaldsonville, on the Mississippi River. Captain Whitaker was discovered while taking these animals and was fired on, but mounting his men on the mules, taking to the swamps, and swimming numerous bayous, escaped pursuit, and, reaching his boats, he embarked his mules on a large flat. Just before daybreak he discovered a Federal gunboat directly on his course, and only a few miles distant, evidently cruising for him. He immediately approached a small island, disembarked his mules and men, and covered his boats with brush. Disguised thus his boats escaped the observation of the gunboat, which, after cruising about for four or five hours, then bore

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away, when he safely reached Mossy's Shell Bank. The perseverance and energy exhibited by Captain Whitaker and his men in this expedition, in which they carried a heavy flat and boats over 100 miles, are highly meritorious.

I am, major, yours respectfully,

J. L. BRENT,
*Brigadier-General, Commanding.*

Major J. P. SMITH,
*Assistant Adjutant-General.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, showing the disposition of vessels of his command.*

U. S. MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, March 1, 1865.*

SIR: The following is the present disposition of this squadron:

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Black Hawk, flagship | 14 | Lieutenant F. J. Nalle. |
| Myrtle, tug | ..... | Acting Ensign I. N. Goldsmith. |

*First District, New Orleans to Donaldsonville, Lieutenant-Commander W. E. Fitzhugh, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Ouachita | 39 | Lieutenant-Commander W. E. Fitzhugh. |
| Alexandria | 2 | Acting Master D. P. Rosenmiller. |
| Argosy | 9 | Acting Master J. C. Morong. |

*Second District, Donaldsonville to Morganza, Lieutenant-Commander J. J. Cornwell, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Choctaw | 8 | Lieutenant-Commander J. J. Cornwell. |
| General Price | 4 | Acting Volunteer Lieutenant W. R. Wells. |
| Nymph | 8 | Acting Master P. Donnelly. |
| Ivy, tug | ..... | Acting Ensign P. C. Wright. |

*Third District, Morganza to Red River, Lieutenant-Commander E. C. Grafton, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Manhattan | 2 | Lieutenant-Commander E. C. Grafton. |
| Tennessee | 6 | Lieutenant-Commander E. P. Lull. |
| Gazelle | 6 | Acting Ensign A. S. Palmer, pro tempore. |
| Fort Hindman | 8 | Acting Volunteer Lieutenant Jno. Pearce. |
| Ozark, broken down | 7 | Acting Volunteer Lieutenant Geo. W. Brown. |
| Dahlia, tug, guard to Tennessee and to pump coal barge. | ..... | Acting Ensign W. H. Strope. |
| Hyacinth, tug, guard to Manhattan and to pump coal barge. | ..... | Acting Ensign J. B. Hiserman. |

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*Fourth District, Red River to Natchez, Lieutenant-Commander J. P. Foster, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Lafayette | 9 | Lieutenant-Commander J. P. Foster. |
| Chillicothe, broke down | 3 | Acting Volunteer Lieutenant Geo. P. Lord. |
| Champion, worn out | 5 | Acting Ensign Thos. Divine. |
| General Bragg, ordered to the Sixth District for temporary duty. | 3 | Acting Volunteer Lieutenant C. Dominy. |
| Kenwood | 7 | Acting Volunteer Lieutenant Jno. Swaney. |
| Little Rebel | 4 | Acting Ensign J. P. Pettey. |

*Fifth District, Natchez to Vicksburg, Lieutenant-Commander E. Y. McCauley, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Benton | 13 | Lieutenant-Commander E. Y. McCauley. |
| Mound City | 9 | Acting Volunteer Lieutenant G. W. D. Patterson. |
| Forest Rose | 8 | Acting Volunteer Lieutenant A. N. Gould. |
| Avenger | 7 | Acting Volunteer Lieutenant Chas. A. Wright. |
| Fern, tug, to tend and pump coal barges. | ..... | Acting Ensign Jno. M. Kelly. |

*Sixth District, Vicksburg to Arkansas River, Lieutenant-Commander George Bacon, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Louisville | 7 | Lieutenant-Commander Geo. Bacon. |
| Vindicator | 13 | Acting Volunteer Lieutenant H. H. Gorringe. |
| Romeo | 6 | Acting Master Thos. Baldwin. |
| Juliet | 6 | Acting Volunteer Lieutenant Thomas B. Gregory. |
| Samson, blacksmith shop | ..... | Acting Chief Engineer C. H. Christopher. |
| Laurel, tug, to tend and pump coal barges. | ..... | Acting Ensign W. R. Owens. |
| Colossus | 7 | Acting Master F. G. Sampson. |
| Grosbeak | 7 | Acting Master Thos. Burns. |

*Seventh District, Arkansas River to Memphis, Lieutenant-Commander J. G. Mitchell, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Fawn | 8 | Acting Master J. R. Grace. |
| Tyler | 14 | Acting Volunteer Lieutenant Fredk. S. Hill. |
| Exchange | 7 | Acting Volunteer Lieutenant Jas. C. Gipson. |
| Cricket | 7 | Acting Master M. J. Cronin. |
| Silver Cloud | 7 | Acting Master Wm. Ferguson. |
| Sibyl | 8 | Acting Volunteer Lieutenant J. W. Atkinson. |

*Eighth District, Memphis to Mound City, Commander A. Bryson, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Huntress | 6 | Acting Master Jno. S. Dennis. |
| Hastings | 9 | Acting Volunteer Lieutenant John S. Watson. |
| Essex | 12 | Commander Andrew Bryson. |
| Fairy | 8 | Acting Master C. Swendson. |
| Robb | 4 | Acting Ensign Jas. Tuohy. |

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*Ninth District, Mount City to Mussel Shoals, Tennessee River, Lieutenant-Commander R. Boyd, jr., commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Peosta | 15 | Acting Volunteer Lieutenant T. A. Harris. |
| Curlew | 8 | Acting Master M. Hickey. |
| Brilliant | 6 | Acting Volunteer Lieutenant Chas. G. Perkins. |
| Silver Lake | 6 | Acting Master J. C. Coyle. |
| St. Clair | 6 | Acting Volunteer Lieutenant J. S. French. |
| Fairplay | 8 | Acting Master G. J. Groves. |
| Carondelet | 7 | Acting Volunteer Lieutenant Jno. Rogers. |
| Tensas | 2 | Acting Ensign E. C. Van Pelt. |
| Naumkeag | 7 | Acting Master A. F. Thompson. |

*Tenth District, Cumberland River and Upper Ohio, Lieutenant-Commander LeRoy Fitch, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Springfield | 12 | Acting Master Edmd. Morgan. |
| Moose | 10 | Lieutenant-Commander LeRoy Fitch. |
| Victory | 6 | Acting Master Fredk. Read. |
| Reindeer | 8 | Acting Volunteer Lieutenant H. A. Glassford. |

*Eleventh District, above Mussel Shoals, Tennessee River, Lieutenant Moreau Forrest, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| General Burnside | 5 | Lieutenant Moreau Forrest. |
| General Grant | 5 | Acting Master Jos. Watson. |
| General Sherman | 5 | Acting Master J. W. Morehead. |
| General Thomas | 5 | Acting Master Gilbert Morton. |

*List of vessels repairing at navy yard.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Indianola | ..... | ..... |
| New Era | 6 | Acting Master A. C. Sears. |
| Neosho | 4 | Lieutenant-Commander R. Boyd, jr. |
| Prairie Bird | 8 | Acting Master Thos. Burns. |
| Lexington | 10 | Acting Volunteer Lieutenant Wm. Flye. |
| Pittsburg | 8 | Acting Volunteer Lieutenant-Commander W. R. Hoel. |
| Tuscumbia, dismantled | ..... | ..... |
| Paw Paw | 8 | Acting Master M. V. B. Haines. |
| Daisy | ..... | Acting Master's Mate J. Graham. |
| Thistle, tug | ..... | Acting Ensign R. J. Eltringham. |
| Judge Torrence | 2 | Acting Master Jeremiah Irwin. |

*Purchased vessels converting into gunboats.*

| | | |
|---|---|---|
| Tempest. | Collier. | Kate. |
| Ibex. | Abeona. | Gamage. |
| Mist. | Oriole. | |

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*List of transports and tugs.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| General Pillow, ordnance guard boat. | 2 | Acting Ensign F. W. Halsted. |
| Red Rover, hospital boat.... | 1 | Acting Master Charles King. |
| General Lyon, dispatch boat. | 3 | First-Class Pilot R. E. Birch. |
| New National, dispatch boat. | 4 | First-Class Pilot A. M. Grant. |
| Brown, W. H., dispatch boat. | 2 | First-Class Pilot J. A. French. |
| Volunteer, dispatch boat..... | 5 | Acting Ensign M. K. Haines. |
| Abraham, inspection boat at Mound City, transferred to naval station. | ..... | Acting Ensign Wm. Wagner. |
| Benefit, chartered dispatch boat. | ..... | Acting Master Thos. McElroy. |
| Great Western, receiving ship, Cairo. | 1 | Acting Master B. Sebastian. |
| Grampus, receiving ship, Cincinnati. | ..... | Acting Ensign C. W. Litherbury. |
| Mistletoe, tug*..... | ..... | Acting Ensign Jas. L. Quigley. |
| Mignonette, tug*..... | ..... | Acting Ensign H. D. Green. |
| Pansy, tug*..... | ..... | Acting Ensign Wm. Harris. |

* Attached to navy yard and will be so transferred.

*Vessels temporarily transferred to West Gulf Blockading Squadron.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Siren..... | 8 | Acting Master J. Fitzpatrick. |
| Marmora..... | 8 | Acting Master Thomas Gibson. |
| Peri..... | 8 | Acting Master T. M. Farrell. |
| Naiad..... | 8 | Acting Master H. T. Keene. |

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

*Acting Rear-Admiral, Commanding Squadron.*

Hon. GIDEON WELLES,

*Secretary of the Navy, Washington, D. C.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Grafton, U. S. Navy, transmitting copy of letter from Major-General Canby, U. S. Army, requesting convoy for steamers from Red River to New Orleans.*

U. S. S. BLACK HAWK,

*Mound City, March 1, 1865.*

SIR: I have received from General Canby a copy of a communication* addressed to Lieutenant-Commander Foster, of which I enclose a copy to you, stating that steamboats owned by persons within the rebel lines bringing produce of insurrectionary districts from the Red River country to the purchasing agent at New Orleans will be permitted to continue their voyage to the city to discharge cargo and requesting that a convoy or small guard be sent with them, to prevent improper communication with the shore, or that if a force can

* See p. 108.

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not be spared for this purpose they be sent to Morganza and the commander there will be instructed to relieve the navy guard and send them down with a guard from his command.

I desire you to give particular attention to this matter and comply with General Canby's request for convoy or guard, calling on Lieutenant-Commander Foster for men if you can not spare enough to furnish guards.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander E. C. GRAFTON,
*Commanding Third District Mississippi Squadron.*

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Canby, U. S. Army, regarding request for convoy.*

MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, March 1, 1865.*

GENERAL: I have received an official copy of your communication of 3d ultimo to Lieutenant-Commander Foster. Lieutenant-Commander E. C. Grafton is now in command of the Third District, including Red River, and I have directed him to give particular attention to this matter and comply with your request for guard or convoy. I have also instructed Lieutenant-Commander Foster, now in command of the Fourth District, to furnish additional men for the purpose, if necessary.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Major-General E. R. S. CANBY,
*Commanding Military Division of West Mississippi.*

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Canby, U. S. Army, regarding proposed plan of the latter for operations east of the Mississippi River and against Mobile, and referring to promised assistance.*

MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, March 1, 1865.*

GENERAL: Yours of February 22,* by your aid, Captain Melville, is received to-day at 11 a. m., enclosing your confidential circular to department and district commanders. On the 1st instant I sent orders from New Orleans by a special dispatch boat for the two best light-draft ironclads then at this point to be dispatched immediately to New Orleans to report to the commander of the West Gulf Blockading Squadron, and gave orders on my way up for four tinclads to join and tow them as they passed down the river. On my arrival here on the 14th instant I found that the ironclads had

* See p. 57.

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not yet been sent, the repairs of one (the *Osage*) not being completed, and the other (the *Neosho*) being broken down. I immediately substituted the next best light-draft ironclad, the *Cincinnati*, just out of quarantine for smallpox, but needing some repairs to her boilers, which I thought could be sooner made at New Orleans than here. I made every effort to hasten them, and the ironclads *Osage* and *Cincinnati* left here on the 16th. I also ordered that, in case the *Cincinnati* needed it, one of the fastest vessels on the river should also take her in tow. All the vessels were unprovided with fresh-water condensers, as I stated when they were asked for at New Orleans and in a communication addressed to Commodore Palmer or Admiral Thatcher. The delay of fitting these here would have been too great, and these vessels could be better supplied for temporary service at New Orleans. These vessels, the loss of which greatly weakens the naval force on the Mississippi, especially as four monitors were transferred from this to the West Gulf Blockading Squadron some months since, leaving here on the 16th ultimo, should have arrived at New Orleans at or shortly after the date of your letter (22d). I enclose a copy of my General Orders, No. 47,* of 28th ultimo, issued yesterday, directing commanding officers of gunboats to communicate with commandants of posts and assist weak points when necessary. I will give further instructions to district commanders, agreeably to your request of the 22d ultimo, received to-day. It has given me much pleasure to do all that I could to aid the operation against Mobile, and I earnestly hope, and doubt not, that entire success will attend you. I will endeavor—though weakened by the withdrawal of six efficient light-draft ironclads and four tinclads for Mobile and of other vessels, hitherto very useful, for repairs—to keep a good patrol of the Mississippi and support, if necessary, your positions on that river.

I have the honor to be, general, very respectfully yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Major-General E. R. S. CANBY,
*Commanding Military Div. of West Mississippi, New Orleans.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander McCauley, U. S. Navy, urging vigilance in cooperation with military forces east of the Mississippi River.*

Confidential.] MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, March 1, 1865.*

SIR: As the withdrawal of part of the troops in General Canby's command for operations east of the Mississippi, and the consequent reduction of garrisons of ports on the river, may induce counter operations by the enemy, the utmost vigilance on the part of commanding officers must be observed, and they will at all times hold themselves in readiness to assist the army if requisite. The patrol of the river and the other provisions of my General Order No. 47

* See p. 62.



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of yesterday must be carefully attended to. Change of station of some of the ironclads, except as to Red River and the Yazoo, may be judiciously made to meet the present state of affairs.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander E. Y. MCCAULEY,
*Commanding Fifth District Mississippi Squadron.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Ensign Eltringham, U. S. Navy, commanding U. S. S. Thistle.*

U. S. S. BLACK HAWK,
*Mound City, March 1, 1865.*

SIR: You will report, with the tug *Thistle*, under your command, to Commodore J. W. Livingston, commanding naval station, for temporary duty until she can be repaired for squadron.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Ensign R. J. ELTRINGHAM,
*Commanding Tug Thistle.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Bacon, U. S. Navy, regarding the command of the U. S. S. Vindicator.*

U. S. S. BLACK HAWK, *March 1, 1865.*

SIR: Acting Volunteer Lieutenant E. H. Faucon having reported for duty, you will authorize Acting Volunteer Lieutenant H. H. Gorringe to obey his order of detachment, turning over the command of the *Vindicator* to his executive or such other officer as you may deem proper for temporary command of her.

Acting Volunteer Lieutenant Faucon has been ordered to supply a vacancy at Cincinnati, and Acting Volunteer Lieutenant-Commander William R. Hoel will report for command of the *Vindicator.*

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander GEO. BACON,
*Commanding Sixth District.*

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*Memorandum for Commander Bryson, U. S. Navy, commanding Eighth District.*

FLAGSHIP BLACK HAWK,
*Mound City, Ill., March 1, 1865.*

Whilst the *Rattler* cases are under trial, Mr. Knowles will proceed to Nashville and Smithland to get information in the cases of Acting

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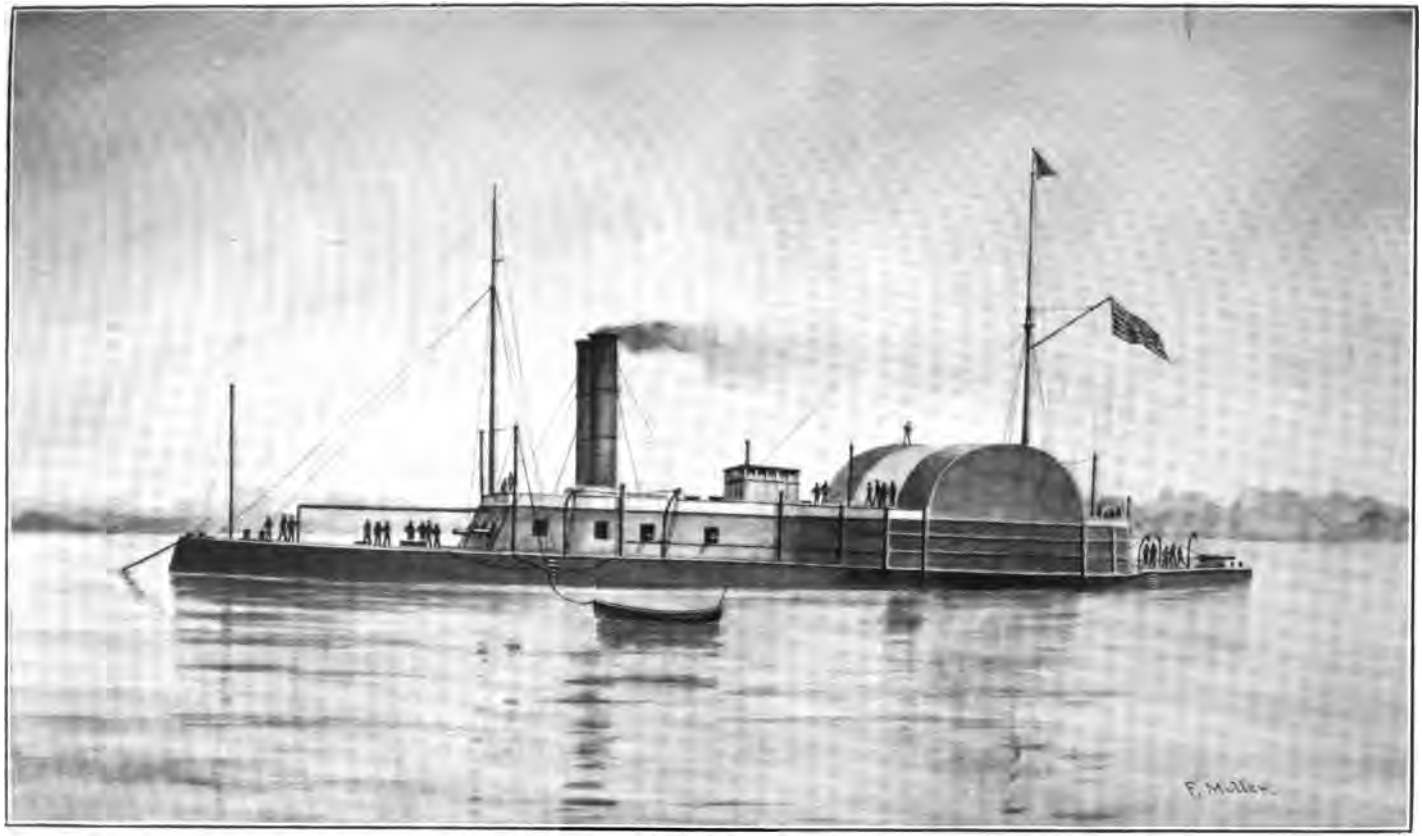


UNITED STATES RAM VINDICATOR.

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Volunteer Lieutenant King and of Acting Master Read, of the *Victory*; he will be back in about ten days. Then I think you had better finish the money case on the *Brown*. After that I propose assembling the court-martial of which you are president, for which you have the papers. Lieutenant-Commander Pattison, Acting Volunteer Lieutenant Wells, of the *Ozark*, and Acting Volunteer Lieutenant Harris, of the *Peosta*, in the Tennessee, are ordered to report here for court-martial duty. I have suspended the orders to the first and last. Acting Volunteer Lieutenant Wells can wait here until you assemble the court. You will notify the other two in time. Written orders appointing them members of the court are left with Mr. Knowles for you to date and deliver. I have ordered the *Mist* to the Eighth District; also the *Ibex*, commanded by Lieutenant-Commander May. I shall leave here to-morrow to go up the Ohio. If occasion arises, telegraph me at Louisville, officially, care of William F. Pettet, esq., and at Cincinnati, care of Acting Volunteer Lieutenant W. G. Saltonstall, St. Nicholas Hotel. Send the *Robb* on Sunday night to report to me, with all the mail received to that time included. Provide, in your best judgment, for any contingency of service that may occur during my absence.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Pattison, U. S. Navy, referring to the sinking of coal barges by the U. S. S. Osage.*

MOUND CITY, *March 1, 1865.*

SIR: Yours of the 18th ultimo is received, reporting that the *Osage* ran into and sunk two coal barges owned by N. D. Wetmore, sr., and that you have made a contract for raising the coal.

I do not know Mr. Wetmore's authority for carrying coal to Memphis. I have approved no permit for such shipment. He is prohibited to trade with the shore, and allowed only to supply the squadron.

Report to me the quantity of coal sunk and the amount saved.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander T. PATTISON,
*Commandant Naval Station, Memphis, Tenn.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report regarding captures made by the U. S. S. Forest Rose, during six months and on March 1, 1865.*

MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, March 16, 1865.*

SIR: I transmit enclosed a copy of a report from Acting Volunteer Lieutenant A. N. Gould, commanding U. S. S. *Forest Rose*, contain-

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ing some interesting statements regarding the enemy's movements and the destruction of his means of transportation by the *Forest Rose* at different times during the past six months.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

U. S. S. FOREST ROSE,
*Mississippi River, March 2, 1865.*

SIR: I respectfully report that yesterday afternoon a small steamer was at the entrance of Bayou Pierre. The fog soon set in thick, and she was lost to view. In half an hour afterwards the fog raised, and, as the steamer was not in sight, I suspected she must have gone up the bayou. Last year there were strict orders against any boat going up creeks or bayous; certainly they are in the power of the enemy; unless they do to please them they would be destroyed. I steamed into the mouth of the bayou. After proceeding up about 1 mile and finding it very narrow, I turned back. On my way down I captured six boats. They had been brought there for the purpose of crossing 600 Texan troops from east to west, part of [Lawrence S.] Ross's command. They have refused to obey my [sic] orders, and are going back to Texas. Since 15th September, 1864, this vessel has captured and destroyed upwards of 90 boats and flats, and sent within our lines 70 deserters and refugees. The principal crossing at upper Cole's Creek Island [Cole's Island] has been broken up and at present but little crossing is done between Rodney and Hole in the Wall, [La.]

I am, sir, very respectfully, your obedient servant,

A. N. GOULD, U. S. Navy.

Lieutenant-Commander E. Y. MCCAULEY, U. S. Navy,
*Commanding Fifth District Mississippi Squadron.*

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[Telegram.]

U. S. S. BLACK HAWK,
*Louisville, March 4, 1865.*

Order *Grossbeak* to Sixth District (Bacon's) and Paw Paw, when ready, to convoy dock to New Orleans, and report for duty in Fifth District (McCauley's) and return.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commander A. BRYSON,
*Commanding Eighth District, Mound City.*

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*Letter from Major-General Canby, U. S. Army, to Rear-Admiral Lee, U. S. Navy, requesting that unused mortar boats be sent to New Orleans for use as army mortar batteries.*

HEADQUARTERS MILITARY DIVISION OF WEST MISSISSIPPI,
*New Orleans, La., March 4, 1865.*

SIR: I have just learned that there are several mortar boats in your fleet that are probably not needed. They may be of essential service to us if the operations at Mobile are at all protracted, and I have the honor to request that you will send to this city as many (four or five) of them as are not required by you. They will be used simply for army mortar batteries, and will require no men for the service of the mortars.

Very respectfully, your obedient servant,

ED. R. S. CANBY,
*Major-General.*

Rear-Admiral S. P. LEE, U. S. Navy,
*Commanding Mississippi Squadron, Mound City, Ill.*

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*Report of Lieutenant Forrest, U. S. Navy, regarding operations in upper Tennessee and Elk rivers, including destruction of Confederate communications at Lamb's Ferry.*

FLAGSHIP GENERAL BURNSIDE,
*Off Bridgeport, Ala., March 4, 1865.*

SIR: I have the honor to inform you that I took advantage of the late rise in the Tennessee River and crossed Elk River Shoals with the flagship and the *General Thomas* and went down to Mussel Shoals. I came across the rebel General Roddey's camp and drove them off; captured some of their horses, with the equipments, and 7 bales of cotton. I destroyed the rebel communications at Lamb's Ferry. A large number of flats, pontoons, scows, and canoes that I found there I also destroyed.

I then penetrated Elk River, and found a rich and populous country. A great deal of loyal sentiment was displayed. I am meeting with a great deal of success in endeavoring to encourage loyal feelings on the south side of the river. The citizens are constantly coming in from the rebels and taking the oath. From interviews I have had with prominent men, I think there is no doubt that Alabama will soon return to her allegiance to the Government.

Mr. [Jeremiah] Clemens, I have understood, is endeavoring to become military governor, and I think will be very popular with the loyal people of the State.

Very respectfully, your obedient servant,

MOREAU FORREST,
*Lieutenant, Comdg. Eleventh District Mississippi Squadron.*

Rear-Admiral S. P. LEE, U. S. Navy,
*Commanding U. S. Mississippi Squadron, Mound City, Ill.*

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*Torpedo expedition below Kingston, Tennessee River, March 5, 1865.*

**Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Patterson, U. S. Navy, regarding anticipated attack.**

MARCH 4, 1865.

SIR: Yours of February 22* is received, stating that [you have] information in your possession respecting the existence of an organized torpedo corps. Consult the Squadron Regulations and take all proper precautions against surprise from torpedo or other attacks.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant G. W. D. PATTERSON,
*Mound City, Ill.*

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[Telegram.]

CITY POINT, VA.,
*March 8, 1865—10:30 a. m.*

Information from Richmond indicates that a naval party have gone to the Ohio River for some mischievous purpose. Look out for them, and, if caught in disguise, hang them up as fast as caught.

U. S. GRANT,
*Lieutenant-General.*

Major-General J. M. PALMER,
*Commanding Kentucky, Louisville, Ky.*

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[Telegram.]

Cipher.] NASHVILLE, TENN., *March 11, 1865.*

Have heard from various sources that the rebel Navy has been relieved from duty on the Atlantic coast and sent to the Western rivers to destroy the river transportation. Some of the officers and men already have [been] captured on the Tennessee, below Kingston.

GEO. H. THOMAS,
*Major-General, U. S. Army.*

Rear-Admiral S. P. LEE,
*Mound City.*

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[Telegram.]

U. S. S. BLACK HAWK,
*Mound City, March 12, 1865.*

Please telegraph me official copy of General Grant's dispatch to you about rebel torpedo operations.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Major-General J. M. PALMER,
*Louisville, Ky.*

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* Not found.

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**General order of Acting Rear-Admiral Lee, U. S. Navy, embodying a newspaper account of the capture of the expedition, and enjoining vigilance.**

U. S. MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, Ill., March 15, 1865.*

GENERAL ORDER No. 48.

I. Several dispatches from the highest military sources inform me that the rebel Navy is reported to have been relieved from duty on the Atlantic coast and sent to operate on the Western rivers. The design of the enemy is believed to be to interfere with the naval vessels and the transports on these rivers, or to cover the transfer of rebel troops from the west side of the Mississippi.

II. The accompanying article from the Chattanooga Gazette, of the 2d instant, giving an interesting and instructive account of the torpedo-boat party and equipments captured on the Tennessee River, near Kingston, is republished for the information of officers and men of this command.

III. Official advice from Mobile confirms the intelligence communicated in General Order No. 47 respecting the sending from that quarter of a number of armed launches toward Jackson, Miss.

IV. Division and all commanding officers will keep an active patrol of the river, and a constant and bright lookout. They will see that every precaution is taken to prevent the enemy from succeeding in his designs.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

[From the Louisville Journal of March 9, 1865.]

*Rebel raid on the Tennessee River.*

The following details, from the Chattanooga Gazette of Thursday have been briefly telegraphed. We produce the article entire:

"On last Sunday morning, [5th] Captain Chapman, a pilot on the steamboat *Chickamauga*, being at his home at Chapman's Landing on the Tennessee River, 4 miles below Kingston, noticed that the rebel women of his neighborhood were moving around the country rather more than usual. These proceedings attracted his attention, because they are an infallible indication of some rebel movement being on foot. Thinking that perhaps some rebels from the army had returned to their homes, he took his gun and started out to see what was up. He went down toward the river, and had not gone off his own place before he made a startling discovery. Hauled close in to the shore, and concealed by brush from the view of any one passing up or down the river, was a large yawl, without any occupants, but heavily loaded with several boxes and various packages. Captain Chapman was within 20 feet of the boat before he discovered it. Immediately suspecting the state of affairs, he looked around to see if the owners of the boat were near, but could see no one. In a moment or two more his attention was attracted by hearing a gun cap snap. Without making any display of his having discovered the boat, he returned to his own house and then started off to find some citizens to aid him. Gathering six of them together, he returned to the neighborhood where the boat was fastened. Here he discovered nine men on a hill about a half mile from where the boat had landed. Disposing his little force so as to get between them and their boat, he made a bold show of what men he had, and issuing orders to imaginary troops, called upon the rebels to lay down their arms and surrender. Their guns and ammunition having been wet by the recent heavy rains, and believing that a superior force was around them, they immediately complied; one of them, however, after laying down his gun, jumped down the hill and disappeared. After laying down their arms they were ordered to march off a few yards, when their guns were secured. The whole party then proceeded to the boat. On the road the rebels

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asked where the rest of their captors were, and upon being informed that the seven present—one an old man, and one a mere boy—were the only force. they expressed great chagrin that, after having run hundreds of miles through the Federal pickets, they should at last be captured by 'tories.' On arriving at the boat it was thoroughly inspected, but its load was treated with the greatest care, no one even desiring to touch the various articles of which it was composed. The boat itself was a regular-built yawl, 30 feet long, 3 feet deep, and 6 feet wide at the bottom, flaring out considerably. It is calculated to carry 40 men, and hold between 3 and 4 tons. It had 'No. 3' painted on the sides. There were six oars in the boat, and were said by those who handled them to be of the very best make. Each oar is 16 feet long and was muffled. Each man in the party had a fine Enfield musket and a regular navy cutlass. One of the cutlasses was shown to us; including the handle, it is 2 feet 6 inches in length, and the blade is nearly 2 inches wide. On the handle are the letters 'C. S. N.' The boxes found in the boat are 1½ feet wide and 2 feet long, each containing a torpedo. A large number of fireballs, made by soaking balls of cotton in turpentine, were also found, but the most dangerous article of all was a sort of hand grenade and fireball combined. It was 6 inches in diameter and 10 inches long, and appears to have been made by winding cotton around some sort of an infernal machine. At one end is a cap, so that the affair would burst on striking any hard substance, and, as if to make assurance doubly sure, a fuze was inserted at the lower end, so that it might be lighted and would burn for some time before exploding. A network of copper wire kept the cotton in shape, and wooden handles 2 feet long were fixed in it, for the purpose of throwing the machine for some distance. As if the cotton itself was not inflammable enough, it had been dipped in some gummy preparation to make it burn fiercer. After examining everything, the prisoners were sent, with a strong guard, to Kingston. After they started, Captain Chapman went over the fields to find the fellow that had escaped, and fortunately caught him within a short distance of where his companions had surrendered. The steamer *Lookout* came along about this time, and she took the yawl in tow, and the prisoners being placed on board, she went on to Kingston, where the *Holston* received the precious boat and started with it for Knoxville.

"One of the men captured had been keeping a diary, and from that and their conversation we learn somewhat of their plans and proceedings, though the former appear almost too rash and reckless for belief. It seems that the boat was built in Richmond, and its crew was composed of picked men from what the rebels term the Confederate States Navy. Leaving Richmond on the 3d of January last, they came to Bristol by rail, and went from there to the salt works, where the boat was placed on the waters of the Holston River. Their progress down the Holston was delayed by the low water, so that they were compelled to lay by for several days. They first passed the Federal pickets at Kingsport. We have heard that in passing under the bridge at Knoxville, they attempted to set fire to it, but were frightened off by the sentinels. They themselves say that their instructions were to commit no depredations until they got below Kingston. In passing under the bridge at Loudon they were hailed by the sentinels, but on replying that they were a trading boat, they were allowed to go on. After passing Loudon they stopped, and two of the chief officers went ashore and were captured by some of our forces, who came across them in some way. After waiting for these officers till they felt certain that they were captured, the boat under command of a Lieutenant Wharton, went on until they were finally discovered below Kingston. As to their plans, they may or may not be what they stated them to be, but they were certainly dangerous. After passing Kingston they were to burn every steamer that they could, and they had evidently intended to begin at the place where they were discovered, as it was but a short distance from Chapman's Landing, at which place the steamers are in the habit of stopping to wood. Proceeding down the river, on arriving at Chattanooga, they were to fire all the boats at the landing and depots along Water street. Next, sawmills and the shipyard were to be set on fire. It was supposed that by this time the burning boats and warehouses on the river front would attract the greater portion of the citizens and military to that locality, while they, landing at the foot of Seventh street and coming up into the western end of town, would fire the warehouses and depots.

"Among the items of news which they communicated was one to the effect that Lee's army was to leave Richmond about the 1st of March and

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retreat in the direction of East Tennessee. The operations of these men were expected to clear away some of the obstructions to such an advance and render the march of the rebel army into Georgia comparatively easy. Fortunately for the residents of Chattanooga and the preservation of the vast amount of Government property in the shape of steamers, depots, and quartermaster and subsistence stores stored about the city, the affair was discovered, and all the parties actively concerned in it arrested. It is to be hoped that if these raiders are found guilty of all the infernal plots with which they have been charged, that they will meet with speedy justice. The fate of Andrews, the Union soldier who, in 1862, attempted to burn the bridges on the Western & Atlantic Railroad, should be taken as a precedent."

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*Report of Acting Master Keene, U. S. Navy, commanding U. S. S. Naiad, regarding cause of detention at New Orleans and orders to return to former district.*

U. S. S. NAIAD, *March 6, 1865.*

SIR: I have the honor to report, in obedience to orders, I proceeded to New Orleans and reported to Commodore Palmer for duty, but, as he was expecting Acting Rear-Admiral H. K. Thatcher, he would give me no orders until he arrived, and pending his arrival I lay there twelve days.

Fleet engineer said it would take a considerable time to get us fitted up, as we would have to have fresh-water condensers, boilers chained down, etc., and said the boats were not sent down in good condition. I do not know how much better condition a vessel would have to be for his service, but my engineers say the engines are in good condition for a year's service in the Mississippi, and I know that the rest of the vessel is good for that time. When the admiral arrived, I received orders from him to report back to my divisional commander.

Enclosed please find a copy of his orders.

Very respectfully, your obedient servant,

HENRY T. KEENE,
*Acting Master, Commanding.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

[Enclosure.]

U. S. NAVAL HEADQUARTERS,
*No. 48 Canal Street, New Orleans, March 1, 1865.*

SIR: You will proceed with the *Naiad* under your command to the division of this Mississippi Squadron to which she formerly belonged, and report your return to the divisional commander, and through him to Acting Rear-Admiral S. P. Lee, by letter.

Very respectfully,

H. K. THATCHER,
*Acting Rear-Admiral, Commanding West Gulf Squadron.*

Acting Master HENRY T. KEENE,
*Commanding U. S. S. Naiad, Mississippi River.*

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[Telegram.]

MOUND CITY, *March 7, 1865.*

If entirely convenient, please come here from Paducah. Would meet you there, but flagship is undergoing repairs.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Major-General GEO. H. THOMAS.

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[Telegram.]

NASHVILLE, TENN., *March 8, 1865.*

Have just this moment received your dispatch of February 24, requesting me to visit you at Mound City. I shall be compelled to go to Knoxville next week. On my return I want to visit Memphis, and will visit you en route.

GEO. H. THOMAS,
*Major-General, U. S. Army, Commanding.*

Rear-Admiral LEE,
*Mound City.*

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*Order of the Chief of Bureau of Construction and Repair to Acting Rear-Admiral Lee, U. S. Navy, to furnish names and location of sunken vessels within the limits of his command.*

BUREAU OF CONSTRUCTION AND REPAIR,
*Navy Department, March 8, 1865.*

SIR: Will you please make as full a report as practicable of the names and location of the sunken vessels within the limits of your command, giving, as near as may be for each, the water in which they lie; whether they can probably be raised whole, or must be broken up; whether they obstruct navigation, and if any of them are in such a condition as not to be worth touching, with any other remarks you may think necessary for a proper understanding of each case.

The object of requesting this information is that an advertisement may be issued and proposals be received for removing any of these vessels which you consider can be done to advantage. Will you please send your report as early as possible?

Respectfully, your obedient servant,

JOHN LENTHALL,
*Chief of Bureau.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Cairo, Ill.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Ensign Tuohy, U. S. Navy, commanding U. S. S. Robb, for towing of monitor from Cincinnati to Mound City.*

JEFFERSONVILLE, [IND.], *March 8, 1865.*

SIR: Proceed without delay with the *Robb* under your command to Cincinnati and report to Acting Volunteer Lieutenant Saltonstall

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for duty in towing and convoying the monitor about to be sent thence to Mound City.

You can ascertain Acting Volunteer Lieutenant Saltonstall's whereabouts by enquiring on board the *Tempest*, lying near the foot of Pike Street, or on board the receiving ship *Grampus*.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Ensign JAMES TUOHY,
*Commanding U. S. S. Robb.*

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*Report of Acting Rear-Armiral Lee, U. S. Navy, transmitting report of the capture of two seamen from the U. S. S. Romeo, March 11, 1865.*

MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, March 29, 1865.*

SIR: I transmit enclosed a copy of a report dated 17th instant, from Acting Master Thomas Baldwin, commanding U. S. S. *Romeo*, respecting the capture of two of the crew of that vessel while she was protecting trading boats. If Acting Master Baldwin had made sufficiently careful dispositions, these men could not have been captured, and I have so informed him.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

U. S. S. ROMEO, *March 17, 1865.*

SIR: On the evening of the 11th instant, two of my men, Louis K. Van Horson, seaman, and George Carson, ordinary seaman, were captured near Greenville, Miss., by rebel scouts, under command of one Captain Evans. I was at the time guarding some trading boats that were taking cotton from the bank. I was lying at the bank with the trading boats ahead of me; a number of citizens were scattered along, trading at each boat. Some of my men, without permission and without arms, managed to get ashore, and when near the uppermost boat, which was some 300 yards distant, a couple of rebel soldiers, who had been among the citizens, captured and carried off the two men mentioned above, the rebels taking our men up behind them on their horses.

Very respectfully, your obedient servant,

THOMAS BALDWIN,
*Acting Master, Commanding.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-General Grant, U. S. Army, requesting information regarding the limits of military commands and names of their officers.*

U. S. MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, March 11, 1865.*

GENERAL: I request that I may be kept advised, by copies of the orders on the subject being sent me, of the limits of the different commands and of the names of the commanding generals of the military divisions and departments in the West. I transmit herewith a set of my general orders issued since assuming command of this squadron, some of which indicate the necessity for the information I have requested.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-General U. S. GRANT,
*Commanding U. S. Forces in the Field, City Point, Va.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, expressing a wish to continue active service till the close of hostilities.*

MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, March 12, 1865.*

SIR: I beg leave to withdraw my No. 100 of 27th February to the Department, and to say that I desire to serve actively until the end of the war; that I do not wish to be relieved, and that I also desire to withdraw my application of the 1st February, No. 82, for leave of absence.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Fitch, U. S. Navy, for information as to the practicability of sending supplies to Burkesville, in the Cumberland River.*

MOUND CITY, *March 12, 1865.*

SIR: Major-General Palmer has informed me that he wishes supplies taken to Burkesville, on the Cumberland, and desires information as to the practicability of doing this, both as regards the depth of water and gunboat protection. Communicate with him at Louisville by telegraph in cipher, and inform me of your action in the matter.

As I did not find you or any gunboat yesterday at Smithland, I send the *Robb* to Smithland to deliver this to you or to the senior officer present.

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I telegraph the substance of the above to you at Nashville in case you should not yet have left there.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant Commander LEROY FITCH,
*Commanding Tenth District, Cumberland River.*

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*Report of Lieutenant-Commander McCauley, U. S. Navy, transmitting information regarding reported intention of Magruder to cross his forces at Bruinsburg and Cole's Creek, Miss.*

U. S. S. BENTON,
*Off Bruinsburg, March 13, 1865.*

ADMIRAL: On receipt of documents (whereof within I forward copies) on the night of the 11th instant, I immediately started for this place with the *Benton*, to insure Magruder a good fight in case he is not able to get over quietly.

I have stationed the *Forest Rose* at the crossing of St. Joseph, and will send the *Avenger* to Cole's Creek.

Being to windward of the points aimed at by the enemy, I can reach any one of them within two hours. The *Mound City* still covers the exit of the Big Black, where I suspect the launches will try to come down if the crossing is to be attempted in this district. The *Forest Rose's* wheel is in a very bad condition. I have not been able to take her off her station for repairs. The district is over a hundred miles long, and our boat can not attend to the patrolling and cotton permit business.

I am, admiral, your obedient servant,

E. Y. MCCAULEY,
*Lieutenant-Commander, Fifth District Mississippi Squadron.*

Acting Rear-Admiral S. P. LEE, U. S. Navy,
*Commanding Mississippi Squadron.*

[Enclosure.]

HEADQUARTERS DEPARTMENT OF MISSISSIPPI,
*March 9, 1865.*

SIR: I enclose you copy of a note received yesterday at Memphis from Captain Gorringe, U. S. Navy. I presume you already have information upon the subject, but as Captain Gorringe expresses his firm conviction of the truth of the statements, the matter demands immediate attention. I have notified Lieutenant-Commander Bacon to the same effect.

I am, sir, very respectfully, your obedient servant,

N. J. T. DANA,
*Major-General.*

Lieutenant-Commander E. Y. MCCAULEY,
*Commanding Naval Division at Natchez.*

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[Subenclosures.]

HEADQUARTERS, *Memphis, Tenn.*, [—, *1865*].

Look out for Bruinsburg and Cole's Creek. Magruder's forces have consented to cross the river, and the boats we have heard of are for that purpose only; intend to fight their way across if not able to go quietly.

My word of honor is given not to name my informant, but it is reliable.

HENRY H. GORRINGE,
*Acting Volunteer Lieutenant, Commanding.*

---

*General order of Acting Rear-Admiral Lee, U. S. Navy, giving instructions regarding trade as furnished by the War Department.*

GENERAL ORDER No. 49.

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
*Mound City, Ill., March 13, 1865.*

I. The following communication from the Secretary of War to Lieutenant-General Grant is officially communicated to me by Major-General Canby, with the annexed endorsement:

U. S. MILITARY TELEGRAPH, HEADQUARTERS.

The following telegram received February 7, 1865:

WASHINGTON, *February 7, 1865.*

The President directs that you will regard all trade permits, licenses, or privileges of any kind, by whomsoever signed, and by whomsoever held, as subject to your authority and approval as commander of the U. S. forces in the field, and such permits as you deem prejudicial to the military service, by feeding or supplying the rebel armies or persons in hostility to the Government, you may disregard and annul, and, if necessary to the public safety, seize the property of the traders. In short, the President orders that you, "as being responsible for military results, must be allowed to be judge and master on the subject of trade with the enemy."

EDWIN M. STANTON,
*Secretary of War.*

Lieutenant-General GRANT.

[Endorsement.]

HEADQUARTERS, MILITARY DIVISION OF WEST MISSISSIPPI,
*New Orleans, La., March 4, 1865.*

Respectfully furnished for the information of Admiral Lee, commanding Mississippi Squadron. Under these instructions and orders of Lieutenant-General Grant, I will suspend all interior trade in the country that will be embraced in the operations from * * *.

E. R. S. CANBY,
*Major-General, Commanding.*

II. Divisional and commanding officers of this squadron are hereby required to cooperate with the Army by sustaining the restrictions aforementioned, which Major-General Canby or any other commander-in-chief of a military department may impose, and according to recognized and convenient practice, directly communicate to them for their early information.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the removal of uncompleted monitors to Mound City.*

FLAGSHIP BLACK HAWK,
*Mound City, March 13, 1865.*

SIR: Two monitors from Cincinnati, the *Catawba* and *Oneota*, and one from Pittsburg, the *Manayunk*, have arrived here during the past week, all of them uncompleted, advantage having been taken of the present high stage of water to bring them over the falls at Louisville. Mechanics and material accompany them, and the contractors intend, as I understand, to complete them for service at this place. The contractor for the monitor built at Pittsburg, who came here with her, informs me that Chief Engineer Loring will probably arrive here in a few days to superintend the work on all. The other Cincinnati monitor is to be completed at New Albany, and, at Chief Engineer Loring's request, I sent a gunboat to convoy and assist in towing her to that place, where she now is. I also furnished gunboat protection against guerrillas on the lower Ohio to those sent here from Cincinnati.

There is a high flood in the Ohio, and the naval station at Mound City is submerged.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Haines, U. S. Navy, commanding U. S. S. Paw Paw, for duty in the Ninth District.*

MOUND CITY, *March 13*, [*1865.*]

SIR: Proceed with the *Paw Paw* under your command to the Tennessee River and report to Lieutenant-Commander Boyd for duty in the Ninth District.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

COMMANDING OFFICER U. S. S. PAW PAW, *Mound City.*

---

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commodore Livingston, U. S. Navy, regarding mortar boats for the West Gulf Squadron.*

MOUND CITY, *March 13, 1865.*

COMMODORE: Five sound mortar boats are required for immediate service. Will you please have them prepared as early as practicable, fully equipped, and provided with (300) shell each, with a corresponding number of cartridge bags, 1,500 rounds in all.

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These mortar boats are to be sent to the West Gulf Squadron, and I request that they may be made ready with as little delay as possible. Which towboat and transport can be best spared for this delivery at New Orleans?

Very respectfully, yours,

S. P. LEE,
*Commanding Mississippi Squadron.*

Commodore J. W. LIVINGSTON,
*Commanding Naval Station, Mound City.*

---

*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding tugs.*

NAVY DEPARTMENT, *March 13, 1865.*

SIR: If one or more of the tugs under your command can be spared from service in the squadron, be pleased to transfer the officers and men to other vessels and place the tugs under the command of the commandant of the naval station at Mound City.

I am, respectfully, your obedient servant,

G. WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Cairo, Ill.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting letter relating to condition of vessels sent to West Gulf Blockading Squadron.*

MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, March 13, 1865.*

SIR: I transmit enclosed a copy of a communication addressed by me to-day to Acting Rear-Admiral Thatcher, commanding West Gulf Blockading Squadron, in relation to the vessels sent for temporary service from this to the above-named squadron, together with the enclosure therein referred to.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

U. S. MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, March, 13, 1865.*

ADMIRAL: Commodore Palmer has informed me, under date of 28th ultimo, that the six vessels sent from this to the West Gulf Blockading Squadron have arrived at New Orleans, but states that he questions whether any of them except the *Osage* will be of use, as they require a great deal of time and expense to repair them. The commanding officer of the *Naiad*, which, with the *Peri*, you have ordered to return to this squadron, also informs me that your fleet engineer said that the vessels were not sent down in good condition.

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When application was made to me about February 1, at New Orleans, for these vessels, I was informed that the expedition on which they were to be engaged would be ready to move in about ten days. Dispatch was therefore necessary, and I sent boats which were selected as in the best condition for this service without waiting to repair and strengthen them for outside service or to furnish them with fresh-water condensers, all of which I thought could be done with less delay in New Orleans, if absolutely necessary. I suppose, however, that they could be supplied with casks or tanks and water furnished by vessels having condensers. None of the new gunboats recently purchased were then ready or I would have sent them, although vessels with drilled crews that had been for some time in service would seem to be more effective. The disposition made was the best that was practicable under the circumstances, and I regret that the vessels are considered unsuitable for the intended service. I enclose a copy of a letter I addressed to Commodore Palmer or yourself on February 16, when the ironclads and gunboats were dispatched, which I presume was received by Commodore Palmer and may not have been turned over to you. The transfer of the four tinclads was only for a temporary emergency. I shall always endeavor to cooperate with you in advancing the public interests to the best of my opportunity.

I have the honor to be, admiral, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Rear-Admiral H. K. THATCHER,
*Comdg. West Gulf Blockading Squadron, New Orleans.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding request from the Department for names and location of sunken vessels within the limits of the Mississippi Squadron.*

MOUND CITY, *March 14, 1865.*

SIR: The bureau's communication of 8th instant is received, requesting early information regarding the sunken vessels within the limits of my command

I have called on the commanding officers of the eleven districts of this squadron for reports on this subject, which will be communicated to the bureau as soon as received.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Naval Constructor JOHN LENTHALL,
*Chief Bureau Construction and Repair, Navy Dept.*

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*Circular.*

U. S. S. BLACK HAWK,
*Mound City, March 14, 1865.*

SIR: The Bureau of Construction desires as full a report as practicable of the names and locations of the sunken vessels within the


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limits of this command, giving as near as may be, for each, the water in which they lie; whether they can possibly be raised whole or must be broken up; whether they obstruct navigation, and if any of them are in such a condition as not to be worth touching, with any other remarks necessary for a proper understanding of each case.

The bureau's object in requesting this information is, that an advertisement may be issued and proposals be received for removing any of these vessels, when it can be done to advantage, and an early report is desired.

Be pleased to inform yourself without delay if there are any sunken Government vessels in your district or in the tributaries entering within its limits, and report as above directed as soon as possible.

Respectfully, yours,

S. P. LEE,
*Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander W. E. FITZHUGH,
*Commanding First District Mississippi Squadron.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Fentress, U. S. Navy, commanding U. S. S. Mist, for duty in the Eighth District.*

MOUND CITY, *March 14, 1865.*

SIR: Coal at once and proceed, as soon as this is done, with the *Mist* under your command to report for duty to the senior officer present in the Eighth District, Acting Volunteer Lieutenant Parker, at Memphis. The *Mist's* rudder is not of an uncommon description, and is considered good; care is required to keep it clear from drift.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master W. E. H. FENTRESS,
*Commanding U. S. S. Mist, Mound City.*

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Forrest, U. S. Navy, acknowledging report of operations in Upper Tennessee and Elk rivers.*

MOUND CITY, *March 15, 1865.*

SIR: Yours of March 4 is received, reporting your expedition to Mussel Shoal and up Elk River. Your performance and report are gratifying. I have sent a copy of your report to the Department, with a favorable endorsement.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant MOREAU FORREST,
*Commanding Eleventh District Mississippi Squadron.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, showing the disposition of vessels of his command.*

U. S. MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, March 15, 1865.*

SIR: The following is the present disposition of the vessels of this squadron:

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Black Hawk, flagship | 14 | Lieutenant F. J. Naile. |
| Myrtle, tug, repairing | ..... | Acting Ensign L. N. Goldsmith. |

*First District, New Orleans to Donaldsonville, Lieutenant-Commander W. E. Fitzhugh, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Ouachita | 39 | Lieutenant-Commander W. E. Fitzhugh. |
| Alexandria | 2 | Acting Master J. C. Morong. |
| Argosy | 9 | Acting Master D. P. Rosenmiller. |

*Second District, Donaldsonville to Morganza, Lieutenant-Commander J. J. Cornwell, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Choctaw | 8 | Lieutenant-Commander J. J. Cornwell. |
| General Price | 4 | Acting Volunteer Lieutenant W. R. Wells. |
| Nymph | 8 | Acting Master P. Donnelly. |
| Naiad | 8 | Acting Master Henry T. Keene. |
| Ivy, tug, to tend and pump coal barges. | ..... | Acting Ensign Perry C. Wright. |

*Third District, Morganza to Red River, Lieutenant-Commander E. C. Grafton, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Manhattan | 2 | Lieutenant-Commander E. C. Grafton. |
| Tennessee | 6 | Lieutenant-Commander Edw. P. Lull. |
| Gazelle | 6 | Acting Ensign A. S. Palmer, pro tem. |
| Fort Hindman | 8 | Acting Volunteer Lieutenant Jno. Pearce. |
| Osark, broken down | 7 | Acting Volunteer Lieutenant Geo. W. Brown. |
| Dahlia, guard to Tennessee and to pump coal barges. | ..... | Acting Ensign W. H. Strope. |
| Hyacinth, guard to Manhattan and to pump coal barges. | ..... | Acting Ensign J. B. Hiserman. |

*Fourth District, Red River to Natchez, Lieutenant-Commander J. P. Foster, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Lafayette | 9 | Lieutenant-Commander J. P. Foster. |
| Chillicothe, broken down | 3 | Acting Volunteer Lieutenant Geo. P. Lord. |
| Champion, worn out | 5 | Acting Ensign Thos. Divine. |
| General Bragg, dispatch to Sixth District for temporary duty. | 3 | Acting Volunteer Lieutenant C. Dominy. |
| Kenwood | 7 | Acting Volunteer Lieutenant Jno. Swaney. |
| Peri | 8 | Acting Master Thos. M. Farrell. |
| Little Rebel | 4 | Acting Ensign J. B. Pettey. |

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*Fifth District, Natchez to Vicksburg, Lieutenant-Commander E. Y. McCauley, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Benton | 13 | Lieutenant-Commander E. Y. McCauley. |
| Mound City | 9 | Acting Volunteer Lieutenant G. W. D. Patterson. |
| Forest Rose | 8 | Acting Volunteer Lieutenant A. N. Gould. |
| Avenger | 7 | Acting Volunteer Lieutenant Chas. A. Wright. |
| Fern, tug, tend and pump coal barges. | ..... | Acting Ensign Jno. M. Kelly. |

*Sixth District, Vicksburg to Arkansas River, Lieutenant-Commander George Bacon, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Louisville | 7 | L eutenant-Commander George Bacon. |
| Vindicator | 13 | Acting Volunteer Lieutenant-Commander W. R. Hoel. |
| Romeo | 6 | Acting Master Thos. Baldwin. |
| Juliet | 6 | Acting Volunteer Lieutenant Thos. B. Gregory. |
| Samson, blacksmith shop | ..... | Acting Chief Engineer C. H. Christopher. |
| Colossus | 7 | Acting Master F. G. Sampson. |
| Grossbeak | 7 | Acting Master Thos. Burns. |
| Laurel, tug, to tend and pump coal barges. | ..... | Acting Ensign W. R. Owens. |

*Seventh District, Arkansas River to Memphis, Lieutenant-Commander J. G. Mitchell, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Fawn | 8 | Acting Master Jno. R. Grace. |
| Tyler | 14 | Acting Volunteer Lieutenant Fredk. S. Hill. |
| Exchange | 7 | Acting Volunteer Lieutenant Jas. C. Gipson. |
| Cricket | 7 | Acting Master M. J. Cronin. |
| Silver Cloud | 7 | Acting Master Wm. Ferguson. |
| Sibyl | 8 | Acting Volunteer Lieutenant J. W. Atkinson. |

*Eighth District, Memphis to Mound City, Commander Andrew Bryson, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Huntress | 6 | Acting Master John S. Dennis. |
| Hastings | 9 | Acting Volunteer Lieutenant J. S. Watson |
| Essex | 12 | Commander Andrew Bryson. |
| Fairy | 8 | Acting Master C. Swendson. |
| Robb | 4 | Acting Ensign James Tuohy. |
| Mist | ..... | Acting Ensign W. E. H. Fentress. |

*Ninth District, Mound City to Mussel Shoals, Tennessee River, Lieutenant-Commander R. Boyd, jr., commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Peosta | 15 | |
| Paw Paw | 8 | Acting Master M. V. B. Haines. |
| Brilliant | 6 | Acting Volunteer Lieutenant Chas. G. Perkins. |
| St. Clair | 6 | Acting Volunteer Lieutenant J. S. French. |
| Fairplay | 8 | Acting Master G. J. Groves. |
| Carondelet | 7 | Acting Volunteer Lieutenant John Rogers. |
| Tensas, guards and pumps coal barges. | 2 | Acting Ensign E. C. Van Pelt. |
| Naumkeag | ..... | Acting Master A. F. Thompson. |

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*Tenth District, Cumberland River and Upper Ohio, Lieutenant-Commander Le Roy Fitch, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Springfield | 12 | Acting Master Edmund Morgan. |
| Moose | 10 | Lieutenant-Commander Le Roy Fitch. |
| Victory | 6 | Acting Master Frederick Read. |
| Reindeer | 8 | Acting Volunteer Lieutenant H. A. Glassford. |

*Eleventh District, above Mussel Shoals, Tennessee River, Lieutenant Moreau Forrest, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| General Burnside | 5 | Lieutenant Moreau Forrest. |
| General Grant | 5 | Acting Master Joseph Watson. |
| General Sherman | 5 | Acting Master J. W. Morehead. |
| General Thomas | 5 | Acting Master Gilbert Morton. |

*List of vessels repairing at navy yard.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Indianola | ..... | |
| Silver Lake | 6 | Acting Master J. C. Coyle. |
| New Era | 6 | Acting Master A. C. Sears. |
| Neosho | 4 | Lieutenant-Commander R. Boyd, jr. |
| Prairie Bird | 8 | Acting Master Thomas Burns. |
| Lexington | 10 | Acting Volunteer Lieutenant William Flye. |
| Pittsburg | 8 | |
| Tuscumbia, dismantled | ..... | |
| Judge Torrence | 2 | Acting Master J. Irwin. |
| Daisy | ..... | Acting Master's Mate J. Graham. |
| Thistle | ..... | Acting Ensign W. J. Eltringham. |

*Purchased vessels converting into gunboats.*

| | | |
|---|---|---|
| Tempest. | Abeona. | Gamage. |
| Ibex. | Oriole. | |
| Collier. | Kate. | |

*List of transports and tugs.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| General Pillow, guard to magazine boats. | 2 | Acting Ensign F. W. Halsted. |
| Red Rover | 1 | Acting Ensign Charles King. |
| General Lyon, dispatch boat. | 3 | First-class Pilot R. E. Birch. |
| New National, chartered, dispatch boat. | 4 | First-class Pilot A. M. Grant. |
| Brown, W. H., dispatch boat. | ..... | First-class Pilot J. A. French. |
| Volunteer, dispatch boat | 5 | Acting Ensign M. K. Haines. |
| Benefit, chartered, dispatch boat. | ..... | Acting Master Thomas McElroy. |
| Great Western, receiving ship, Cairo, Ill. | ..... | Acting Master Benjamin Sebastian. |
| Grampus, receiving ship, Cincinnati, Ohio. | ..... | Acting Ensign C. W. Litherbury. |

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*Vessels temporarily transferred to West Gulf Blockading Squadron.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Siren | 8 | Acting Master James Fitzpatrick. |
| Marmora | 8 | Acting Master Thomas Gibson. |

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, to furnish information regarding chartered vessels.*

NAVY DEPARTMENT, *March 15, 1865.*

SIR: You will report as early as practicable the names of all vessels employed in the squadron under charter, giving the time when chartered, the rate of charter, by whom owned, and the duty upon which they are engaged.

Very respectfully, etc.,

G. WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Cairo, Ill.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Fitch, U. S. Navy, acknowledging copy of order for a reconnoissance above Nashville.*

MOUND CITY, *March 15, 1865.*

SIR: Yours of the 8th * is received, enclosing a copy of your order to Acting Volunteer Lieutenant Glassford to make a reconnoissance above Nashville at General Thomas's request. Your instructions seem judicious.

Point Burnside is not laid down upon military maps; please refer to it in connection with some well-known point, as hereafter indicated.

Respectfully,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander LE ROY FITCH,
*Commanding Tenth District Mississippi Squadron.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting copies of communications in view of the arrest of Courtenay and Clendenen, implicated in preparation of torpedoes resembling coal.*

MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, March 15, 1865.*

SIR: I transmit enclosed a copy of a communication from the provost-marshal-general of the Department of the Missouri, dated

* Not found.

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9th instant, requesting me to furnish him with the original of a letter* from one T. E. Courtenay to Colonel Clark, of the rebel Army, a copy of which was sent him on March 21, 1864, in a letter from Rear-Admiral Porter, a copy of which is also enclosed. As Rear-Admiral Porter's files are not accessible to me, I am unable to furnish the letter, and respectfully refer the matter to the Department.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosures.]

HEADQUARTERS DEPARTMENT OF THE MISSOURI,
*Office of Provost-Marshal-General,*
*St. Louis, Mo., March 9, 1865.*

ADMIRAL: Enclosed please find a copy of a letter written by Admiral Porter to this office about one year ago, in which mention is made of a certain letter, then in his possession, written by one T. E. Courtenay to Colonel Clark, of the rebel Army, relative to the destruction of gunboats and transports on the Mississippi River. This Courtenay is now under arrest, and I respectfully request that you furnish this office with the original letter addressed by Courtenay to Colonel Clark, as we have good reason to believe that evidence sufficient to convict him can be obtained.

Very respectfully, your obedient servant,

S. H. BAKER,
*Provost-Marshal-General, Department of the Missouri.*

Rear-Admiral LEE,
*Commanding Mississippi Squadron.*

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MISSISSIPPI SQUADRON,
*Flagship Black Hawk, off Alexandria, La., March 21, 1864.*

SIR: I enclose herewith copy of a letter captured in a rebel mail a few days since. It is from a Captain Courtenay to a Colonel Clark, and is in reference to a scheme for destroying our gunboats by depositing castings resembling coal loaded with powder in our coal barges, etc.

On the second page of the letter reference is made to a person in St. Louis by the name of Clendenen, a broker, who has been furnishing these parties with money. Will you please have this Clendenen arrested and his premises searched for papers relating to this business, as it is very important to us that we should know all the particulars concerning this scheme? I hope that you will be able to find some papers in Clendenen's house.

Very respectfully, your obedient servant,

DAVID D. PORTER,
*Rear-Admiral, Commanding Mississippi Squadron.*

PROVOST-MARSHAL,
*St. Louis, Mo.*

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* See vol. 26, p. 186.

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*Letter from Acting Volunteer Lieutenant Glassford, U. S. Navy, to Major-General Thomas, U. S. Army, giving the result of a reconnoissance in the Cumberland River.*

U. S. S. REINDEER,
*Off Nashville, Tenn., March 17, 1865.*

GENERAL: I have the honor to inform you that in compliance with your wishes and in obedience to the orders of Lieutenant-Commander Le Roy Fitch, commanding Tenth District Mississippi Squadron, I have been up the Cumberland River with this vessel and U. S. S. *Victory* as far as Wolf Creek Shoals, a point about 40 miles below Camp Burnside (Big South Fork). On these shoals I found 5 feet scant water and thought it imprudent to go farther on a rapidly falling river. I made landings at all important points and at many farmhouses and impressed the people with your desires and intentions in regard to themselves as forcibly as possible. I incline to the opinion that the information will be rapidly carried into the interior and ultimately yield good results. I saw no guerrillas, and consequently had no trouble. I was told, however, and I think truthfully, that on Sunday last, 12th instant, a force of about 100 rebels had crossed the Cumberland from Celina at the mouth of Obey's River, with what intentions and under whose command I could not ascertain. This intelligence I communicated to commanding officer at Carthage and to the camp of woodchoppers at Dixon's Springs, about 30 miles lower on the river. A good deal of apprehension exists on the north side of the Cumberland, caused by the movement of bodies of guerrillas and their rumored purpose of concentrating to attack the camp above alluded to. The force which crossed at Celina may have been en route for the rendezvous.

I have the honor to be, general, your obedient servant.

H. A. GLASSFORD,
*Acting Volunteer Lieutenant, Commanding.*

Major-General GEORGE H. THOMAS, U. S. Army,
*Comdg. Department of the Cumberland, Nashville, Tenn.*

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*Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, transmitting dispatch relating to condition of vessels sent to the West Gulf Squadron.*

NAVY DEPARTMENT, *March 17, 1865.*

SIR: I transmit herewith a copy of a dispatch* dated the 28th ultimo, and its enclosure, received from the commanding officer of the West Gulf Squadron, in relation to the condition of the vessels sent by you to that squadron.

Very respectfully,

G. WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

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* See vol. 22, pp. 54, 55.

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Palmer, U. S. Army, transmitting order and report regarding convoying of supplies to Burkesville, Ky.*

MOUND CITY, *March 17*, [*1865*].

GENERAL: I enclose for your information a copy of my letter * of 12th instant to Lieutenant-Commander Fitch, divisional officer in the Cumberland River, and of his reply dated 13th † instant, received to-day, in relation to convoying supplies to Burkesville.

I congratulate you on the beneficial results following your vigorous efforts to establish law and order in Kentucky. The western part of that State, the vicinity of Mound City Naval Station and the towns of Columbus and Hickman, greatly need the application of your system of administration.

As I had the honor to mention to you at Louisville, I shall always be happy to cooperate cordially with you and afford you any facilities in my power.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Major-General JOHN M. PALMER,
*Commanding Department of Kentucky, Louisville, Ky.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master's Mate Reynolds, U. S. Navy, to proceed to Bridgeport, Ala., in charge of prisoners and guard.*

MOUND CITY, *March 17, 1865.*

SIR: Take passage on the U. S. S. *Robb* with the 3 prisoners and a guard of 4 seamen under your charge. The *Robb* will convey you to the Cumberland River, and you will go on board the first vessel of the Tenth District that you meet and from her to the first gunboat going to Nashville. On arrival at Nashville with your prisoners and guard, apply to the acting quartermaster for transportation and return to Bridgeport, Ala., reporting on your arrival to Lieutenant M. Forrest, commanding Eleventh District, and turning over the prisoners to him.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master's Mate R. REYNOLDS,
*Mound City.*

---

*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting letter from Major-General Canby, U. S. Army, regarding vessels sent for service in the Gulf.*

MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, March 18, 1865.*

SIR: Referring to my No. 117, of 13th instant, I transmit enclosed a copy of a letter ‡ from Major-General Canby to myself dated 28th

* See p. 92. † Not found. ‡ See p. 67.

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February, in reply to one I addressed to him concerning the six vessels recently sent from this squadron to cooperate with him.

Three of the tinclads, the *Peri*, *Naiad*, and *Siren*, have returned to this squadron.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting copy of orders regarding tugs for service at Mound City Naval Station.*

MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, March 18, 1865.*

SIR: The Department's communication of 13th instant is received, directing me to place one or more tugs under the command of the commandant of the naval station, Mound City. Enclosed is a copy of my letter of March 1, to Commodore Livington, on this subject.

On the 23d ultimo I placed at Commodore Livingston's disposal the tugs *Pansy*, *Mignonette*, and *Mistletoe*, and informed him that when the *Daisy* was repaired, I would endeavor to transfer another to him.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

FLAGSHIP BLACK HAWK,
*Mound City, March 1, 1865.*

SIR: Yours of 24th February is received. You ask for one large tug, which would be additional to the three tugs already transferred to the station. I suppose you refer to the *Myrtle*. She is the lightest draft tug in the squadron, with two propellers, easily handled, and is necessary for squadron purposes. There is no other tug here fit for squadron service, and none but her in which I can move about, as I frequently have to do, without exposure to the weather. I am well disposed to supply the necessities of the station and to accommodate you, but I must also regard squadron accommodation. Three tugs are necessary for squadron purposes in the Ohio and its tributaries. Of these, the *Daisy* is repairing, the *Thistle* needs repairs, and the *Myrtle* is the only one remaining. You have now the use of three tugs, two in good order and one repairing, besides the *General Pillow*, to assist in the care of the barges, and the *Thistle*, put temporarily at your service until she can be conveniently repaired. Besides these, one or more of the towboats are generally available. I desire the repairs on the *Thistle* made, however, as soon as she can be spared.

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Permit me to suggest, in reply to your remark, that accommodation to officers visiting Cairo on public business might be extended if the mail tug remained there longer, especially in the afternoon. A ferryboat, however, is being prepared to run between this place and Cairo. Perhaps arrangements might be made to dispense with the necessity for sending the mail tug, now sent twice a day to Cairo, this being an established naval station and there being a post-office in and a railroad in connection with Mound City.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commodore J. W. LIVINGSTON,
*Commandant Naval Station, Mound City, Ill.*

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Cornwell, U. S. Navy, expressing approval of his report of operations.*

MOUND CITY, *March 18, 1865.*

SIR: I have received your intelligent and interesting report of 6th instant, and have sent a copy of it to the Department. Your course is approved. I do not, however, fully understand your reference to instructions received from me which you have applied in Mrs. Chinn's case.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. J. CORNWELL,
*Commanding Second District, U. S. S. Choctaw.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Watson, U. S. Navy, to facilitate legal trade.*

MOUND CITY, *March 18, 1865.*

SIR: In the absence of Commander Bryson and Lieutenant-Commander May, give necessary facilities for legal trade, according to Treasury Regulations.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant J. S. WATSON,
*Commanding U. S. S. Hastings, Eighth District.*

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[Telegram.]

MOUND CITY, *March 20, 1865.*

Please note probable day of your arrival here, that I may control interval.

S. P. LEE, *Rear-Admiral.*

GEO. H. THOMAS,
*Major-General, U. S. Army.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting copies of correspondence and reports regarding trade in Red River.*

FLAGSHIP BLACK HAWK,
*Mound City, March 22, 1865.*

SIR: I transmit enclosed copies of correspondence respecting trade in Red River, as follows, viz:

1. February 3, copy of letter from Major-General Canby to Lieutenant-Commander Foster, officially communicated to me by General Canby, and received on 25th February. Lieutenant-Commander Grafton then being in command of the Fourth District, headquarters at the mouth of Red River, I sent a copy to him on 27th February, instructing him to coöperate with the military authorities and furnish the guard or convoy requested, calling on Lieutenant-Commander Foster for additional men for this purpose if necessary.

2. March 2, Lieutenant-Commander Grafton, reporting the arrival of the rebel merchant steamer *Perette* at the mouth of Red River with cotton, in charge of a rebel officer, and her return to Red River from Morganza, where he had taken her under guard and whence General Canby had refused to allow her to proceed until further instructions; enclosing a copy of letter from Brigadier-General Allen Thomas, of the rebel Army, requesting safe conduct for the *Anna Perette* to New Orleans, and copy of pass given Lieutenant Martin, the rebel officer in charge of the *Anna Perette* by Lieutenant-Commander Grafton.

3. March 4, Lieutenant-Commander Grafton enclosing a copy of revised instructions from Major-General Hurlbut, acting for General Canby in his absence, dated March 2, regarding the admission within our lines of rebel steamers from Red River, and a copy of his permit to Lieutenant Martin, amended accordingly.

I also enclose my General Orders, Nos. 23* and 37, paragraph 2 of the former, and 3 of the latter, referring to trade in Red River.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squardon.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosures.]

HEADQUARTERS MILITARY DIVISION OF WEST MISSISSIPPI,
*New Orleans, La., February 3, 1865.*

SIR: Steamboats owned by persons within the rebel lines, bringing products of insurrectionary districts from the Red River country to the purchasing agent in New Orleans, will be permitted to continue their voyage to this city for the purpose of discharging their cargoes. If practicable, they should be convoyed down, or a small guard put on board to see that they hold no improper communication with the shore. If you can not spare a force for this purpose, please send them to Morganza, and the commander there will be instructed to relieve your guard and send them down with a guard from his

* See vol. 26, p. 766.

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command. These vessels should not be allowed to land at any other point until they reach New Orleans, and the crews should be allowed to hold no communication with the shore.

A copy of this letter will be sent to Admiral Lee.

Very respectfully, your obedient servant,

EDWARD R. S. CANBY,
*Major-General, Commanding.*

Captain J. P. FOSTER, U. S. Navy,
*Comdg. 3d and 4th Districts Miss. Squadron,*
*Off Mouth Red River, La.*

---

U. S. MONITOR MANHATTAN,
*Off Red River, March 2, 1865.*

SIR: Yesterday, in conformity with the instructions given by you to divisional commanders, and in pursuance of the plan contained in a letter from Major-General Canby (a copy of which I herewith enclose), I received under a flag of truce the rebel merchant steamer *Anna Perette*, loaded with 434 bales of cotton. Not having a vessel to spare as convoy, I placed aboard a guard of 10 men and an officer, accompanying her myself to Morganza on the tug *Dahlia*.

A rebel lieutenant by the name of James B. Martin had come with the vessel in charge of the flag of truce, and had received verbal orders to accompany her to New Orleans to witness the discharge of the cotton. General Edmund J. Davis, commanding at that point (Morganza), telegraphed to General Canby, and received answer that she could not pass, but should be detained, awaiting further instructions. As the captain of her had expressed a wish to return to Red River, and there transship his cotton rather than delay at Morganza, and as I had not delivered her up to General Davis, I convoyed the boat back to this place. As the only objection was the presence of this rebel officer, I shall, to facilitate the trade as much as possible, permit the cotton to go down on one of the river boats in the usual manner.

I also enclose a letter to me from the rebel General Thomas and a copy of my guarantee to protect the vessel.

Respectfully, your obedient servant,

EDWARD C. GRAFTON,
*Lieutenant-Commander, Commanding Third District.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

[Subenclosures.]

HEADQUARTERS, FORCES FRONT LINES,
*Alexandria, La., February 27, 1865.*

In obedience to instructions from headquarters, District of Western Louisiana, I send down on steamer *Anna Perette*, under flag of truce, Lieutenant James B. Martin, who is charged by me to receive, in writing, satisfactory assurance from the United States authorities that boats sent down with cotton with their permission will be pro-

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tected while in the lines of the United States, and be permitted to return to ours unmolested. Lieutenant Martin will show to you the instructions given to him by my orders.

Very respectfully, your obedient servant,

ALLEN THOMAS,
*Brigadier-General, Commanding.*

*To officer in charge of U. S. Naval and land forces, or officer in charge, U. S. flag of truce, or officer in charge U. S. cotton boats.*

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U. S. S. MANHATTAN,
*Off Red River, March 1, 1865.*

SIR: By order of Admiral S. P. Lee, I am authorized to grant passes to vessels transporting cotton from Red River to New Orleans and return under permits from the proper authorities.

On arriving at this point they will report to me, when a guard will be placed on board, which will be relieved by the military forces at Morganza, under whose care they will proceed to New Orleans.

Very respectfully, your obedient servant,

EDWARD C. GRAFTON,
*Lieutenant-Commander, Commanding Third District.*

Lieutenant JAS. B. MARTIN,
*Officer in Charge, Anna Perette.*

---

U. S. MONITOR MANHATTAN,
*Off Red River, March 4, 1865.*

SIR: I enclose a copy of communication received last night.

The instructions are in such direct opposition to those of a former letter from General Canby, which I have forwarded to you in my letter of the 2nd instant, that I have been obliged to withdraw the permit granted, a copy of which I also enclosed, and substitute the one I now forward.

Respectfully, your obedient servant,

EDWARD C. GRAFTON,
*Lieutenant-Commander, Commanding Third District.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

---

HEADQUARTERS, DEPARTMENT OF THE GULF,
*New Orleans, March 2, 1865.*

The steamer *Anna Perette* has been reported at Morganza with cotton under permit and safeguard. It is understood that her permit is only to the mouth of the Red River. I am instructed by Major-General Canby to state to you the steamer may be allowed to come to this city and return to Red River upon condition that all officers and crew on board coming from the Confederacy shall

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first be replaced by a new and loyal crew and officers to be furnished by the owners of the cotton.

The old crew and officers to be sent out of the lines on Red River, there to await the return of the boat.

If this proposition is acceded to, and carried out in good faith, the steamer may proceed, reporting at Morganza for a guard to be placed on board.

If the persons in charge of the boat decline to accede to this proposition, the cotton regularly permitted may be shipped to New Orleans by any boat that can bring it to report to Mr. O. N. Cutler, but no persons except those named in the permit will be permitted to come down.

If neither of these propositions are carried into effect, the boat will be ordered within the Confederate lines.

Very respectfully, your obedient servant,

S. A. HURLBUT,
*Major-General, Commanding.*

COMMANDING OFFICER, U. S. NAVY,
*Red River Station.*

---

U. S. MONITOR MANHATTAN,
*Off Red River, March 4, 1865.*

SIR: By order of Acting Rear-Admiral S. P. Lee, I am authorized to receive merchant cotton boats without military guard coming down Red River, and to allow the cargo to be landed at Red River Landing, to be from there transshipped to New Orleans by the regular river boats.

Very respectfully, your obedient servant,

EDWARD C. GRAFTON,
*Lieutenant-Commander, Commanding Third District.*

JAS. B. MARTIN,
*Lieut. in Chge. of the C. S. Flag of Truce Boat Anna Perette.*

---

GENERAL ORDER No. 37.

FLAGSHIP BLACK HAWK,
*New Orleans, La., January 28, 1865.*

I. My General Order No. 23, of December 29, was issued to meet military necessities, as represented in Major-General Canby's General Order No. 80 and in his communication of December 13.

II. Whenever any of the military restrictions enforced by my General Order No. 23 are officially withdrawn by General Canby, so much of it as sustained them will be considered null and void.

III. Meanwhile, any permits given subsequent to December 13, 1864, by General Canby, for trading vessels to ascend Red River, will be approved in my name by the divisional officer, which will be all sufficient, and avoid the delay which would otherwise be caused by communicating with me to receive my approval in person.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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*Letter from Lieutenant-Commander Foster, U. S. Navy, to Major-General Canby, U. S. Army, acknowledging information regarding Confederate torpedo operations.*

U. S. S. LAFAYETTE,
*Off Mouth of Red River, March 20, 1865.*

SIR: I have the honor to acknowledge the receipt of your communication of the 13th instant in relation to contemplated attempts of the rebels to destroy our vessels by torpedoes. The information is timely and appreciated.

I am, very respectfully, your obedient servant,

JAMES P. FOSTER,
*Lieut. Comdr., Comdg. 4th District Miss. Squadron.*

Lieutenant-Colonel C. T. CHRISTENSEN,
*Assistant Adjutant-General.*

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[Telegram.]

NASHVILLE, *March 20, 1865.*

If nothing prevents I shall leave for Memphis Thursday next and will stop and see you. The time of my arrival will depend upon the speed of the steamer. Will probably reach Mound City the second day after leaving Nashville.

G. H. THOMAS,
*Major-General.*

Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Bacon, U. S. Navy, to afford protection to planters in vicinity of Milliken's Bend.*

MOUND CITY, *March 21, 1865.*

SIR: I have received a request from Dr. Buckner, in behalf of the planters in the vicinity of Milliken's Bend, that a gunboat be stationed there to protect steamboat landing, representing that, for want of this protection, planters are obliged to send to Vicksburg for their supplies every week.

I desire you to afford such protection as you can consistently with your other and necessary duties, and without embarrassing your operations.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander GEO. BACON,
*Commanding Sixth District, U. S. S. Benton.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting statements of officers of the U. S. S. St. Clair, regarding gunboat traffic in the Tennessee River.*

FLAGSHIP BLACK HAWK,
*Mound City, March 21, 1865.*

SIR: Referring to my No. 98, of 25th February, I transmit enclosed a copy of a report from Lieutenant-Commander Robert Boyd, jr., commanding Ninth District, dated 6th March, enclosing, in answer to my call on him for investigation into the subject of illegal trading on the Tennessee River, a report from the commanding officer and one signed by all the other officers of the U. S. S. *St. Clair.*

An article in a recent Cincinnati paper made statements regarding the *St. Clair* of a nature similar to the general charges brought by the Army and Navy Journal's correspondent, "Officer."

Lieutenant-Commander Boyd reports that statements similar to those enclosed have been made by all the other commanding officers, and he believes the reports to be malicious falsehoods.

Further proceedings will be taken and the result reported to the Department.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

U. S. S. PEOSTA,
*Off Paducah, March 6, 1865.*

SIR: I have the honor to forward the enclosed statements of the commanding and other officers of the *St. Clair*, regarding the publication of newspaper articles concerning vessels in this district.

Similar statements have been made by all the commanding officers, and I believe the reports to be malicious falsehoods.

Very respectfully, your obedient servant,

ROBERT BOYD, JR.,
*Lieutenant-Commander.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

[Subenclosures.]

U. S. S. ST. CLAIR,
*Tennessee River, March 3, 1865.*

SIR: In obedience to your order, I make the following statement in reply to a communication that appeared in a late Cincinnati paper, also to another article published in the Army and Navy Journal of the 18th ultimo, respecting gunboat traffic on the Tennessee River. When I was ordered to this river, which was about two months since, I was informed that it was customary to allow the officers to purchase



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fowls, butter, eggs, etc., for their messes, of the inhabitants on the banks of the river, and to pay for them in salt, coffee, soda, etc. The officers of this vessel asked and received permission from me to trade in this manner. If this traffic is illegal, I am to blame. I have made enquiries of my officers and they all assure me they have not made or wish to make one dollar by trading, but simply to obtain supplies for their messes.

As for the sweeping charges an officer makes in the article published in the Army and Navy Journal respecting the amount of salt taken on board of gunboats and extensive trade done on the banks of the river, they are simply ridiculous. He acknowledges he obtained his information from hearsay, and as he has sheltered himself behind a nom de plume, I presume his informants are also incog. In regard to the article published in a Cincinnati paper, accusing this boat of illegal traffic, the following is the ground, I suppose, upon which the charge is based: On the 5th day of February last the transport *Alpha*, under convoy of this vessel, was proceeding up the Tennessee River. When about 20 miles above Clifton, some of her machinery got out of order, and she stopped at the river bank to repair it. I landed this boat near her, and while lying there, the caterers of the officers' messes did some trading. There were several barrels lying near the river, and a man on the bank told one of my officers that they brought truck in them from the country. I suppose those are the barrels referred to in the article mentioned above. I have frequently observed barrels, boxes, etc., lying near the river, and have landed several times to examine them. In every instance I have found them filled with clothing, bedding, provisions, etc., belonging to refugees, who were waiting for a passage down the river. There were several families of refugees at the place mentioned above. This is all I know about the matter. As far as I am personally concerned, I have never bought, sold, or traded to the amount of one cent since I have been on the river, except what necessaries I have purchased for my own use at Paducah, and I defy any one to prove the contrary.

Hoping this statement may be satisfactory,

I remain, very respectfully,

JAMES S. FRENCH,
*Acting Volunteer Lieutenant.*

Lieutenant-Commander ROBERT BOYD, Jr.,
*Commanding Ninth District.*

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U. S. S. ST. CLAIR, *March 5, 1865.*

We, the undersigned, officers of the U. S. S. *St. Clair*, having read an article that appeared in the Army and Navy Journal of the 18th ultimo, respecting gunboat traffic on the Tennessee River, do believe the assertions made therein to be greatly exaggerated, and we do hereby certify that what trading we have done has been solely to furnish our table. And we further certify that we have not, individually or collectively, made any money, or intended to make any

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money, by any barter or trade with the inhabitants of any State now in insurrection.

JOSEPH SAWYER,
*Acting Ensign and Executive Officer.*
HENRY O. PROCTOR,
*Acting Ensign.*
E. H. JOHNSON,
*Acting Assistant Paymaster.*
WM. MCLEAN,
*Acting First Assistant Engineer.*
JAMES REID,
*Acting Master's Mate.*
WM. T. ROSS,
*Acting Master's Mate.*
M. J. SODEN,
*Acting Third Assistant Engineer.*
C. E. STEADMAN,
*Surgeon's Steward in Charge.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Alford, U. S. Navy, commanding U. S. S. Oriole, for duty in the Fifth District.*

MARCH 22, 1865.

SIR: Proceed down the river with the U. S. S. *Oriole* under your command, with all possible dispatch, and report to Lieutenant Commander E. Y. McCauley for duty in the Fifth District, where there is urgent need of the services of the *Oriole.*

Very respectfully,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master EDWARD ALFORD,
*Commanding U. S. S. Oriole.*

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*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the receiving ship Great Western.*

NAVY DEPARTMENT, *March 23, 1865.*

SIR: The receiving ship *Great Western* is considered as still a part of the squadron under your command. The Department proposes to attach that vessel to the station under the command of Commodore Livingston, and desires that you will make the transfer without awaiting further orders, unless, in your opinion, there are reasons which would render a change of the present arrangement inconvenient.

I am, respectfully, your obedient servant,

G. WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*General order of Acting Rear-Admiral Lee, U. S. Navy, promulgating the order of Major-General Canby, U. S. Army, regarding trade.*

GENERAL ORDER No. 52.

FLAGSHIP BLACK HAWK,
*Mound City, Ill., March 23, 1865.*

Paragraphs I, II, and III, of Major-General Canby's General Order No. 30, are herewith communicated to divisional and commanding officers of this squadron for their information and for that of such as have official intercourse with the military and treasury authorities within the limits of the Military Division of West Mississippi.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

GENERAL ORDER No. 30.

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
*New Orleans, La., March 3, 1865.*

I. Under the authority of paragraph 5, of the Executive order of September 24, 1864, and the instructions of the Lieutenant-General commanding the armies of the United States all trade in and about the armies, columns, or detachments within the enemy's lines, or in the theater of active military operations, except such as may be necessary to supply the wants of the troops, is prohibited; and no commercial or other intercourse, except such as is purely military in its character, will be allowed under any pretense.

II. The introduction of products of insurrectionary districts from points in rear of the operating armies, and the passage of supplies to the loyal and well-disposed inhabitants, may be permitted by commanders of districts, under such restrictions as may be necessary to prevent this trade from being used to support the troops of the enemy. This trade will be conducted in conformity with the regulations of the Treasury Department.

III. The benefits of trade are contingent not only upon the disposition of the inhabitants to submit themselves to the authority of the United States, but upon their ability to maintain order in their own communities, and these benefits will be given or withheld as this disposition may be manfested. If in any district or community bordering upon the lines of military occupation, where there is no organized force of the enemy, the inhabitants, by association or organization, will submit themselves to the authority of the United States, suppress guerrilla parties, and maintain order, they will be placed on the same footing with regard to the sale of their products and the purchase of family supplies as are the inhabitants of districts within the lines of occupation, under General Order No. 13, of February 1st, 1865, but if they countenance, encourage, or harbor guerrillas or other evildoers, all communication will be interdicted, and the troops sent to suppress such disorders will be maintained at the expense of the inhabitants.

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By order of Major-General E. R. S. CANBY:

C. T. CHRISTENSEN,
*Lieutenant-Colonel and Assistant Adjutant-General.*

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*Explanatory report of Acting Rear-Admiral Lee, U. S. Navy, regarding the vessels sent for duty in the West Gulf Squadron.*

FLAGSHIP BLACK HAWK,
*Mound City, March 23, 1865.*

SIR: The Department's communication of 17th instant is received, enclosing a copy of Commodore Palmer's dispatch * No. 90, of 28th February, with its enclosure, report * of Fleet Engineer Shock on

* See vol. 22, p. 54.

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the vessel sent from this to the West Gulf Blockading Squadron. I refer the Department to my No. 117, which probably was not received at the time this communication was written.

The Department is aware, from my dispatch No. 81, that I visited New Orleans in the hope of cooperating with General Canby in an expedition up the Red River, which he had foreshadowed in a dispatch sent me by his aid when I was cooperating with General Thomas in the Tennessee. Such an expedition would, I think, in addition to other important considerations, have been the best way to prevent the rebel forces from crossing the Mississippi to operate in the East. The stage of water in the Red River has been exceedingly favorable for naval operations this season. Previously to going to New Orleans I applied to the Department for the return from Mobile Bay of the light-draft ironclads that had been sent from this squadron, with a view to the probability of operating up Red River.

At New Orleans I found that the Mobile expedition was well under way, and I received, by special dispatch boat, the Department's telegram of 26th January, directing me to send immediately two of my best light-draft ironclads to New Orleans for duty in the West Gulf Squadron. On receipt of this telegram at New Orleans I immediately sent back orders for the sister ironclads *Osage* and *Neosho* to be sent down with all dispatch. On my way up I consulted with the divisional officers, and detailed the three tinclads *Peri*, *Naiad*, and *Marmora* as those best suited for service in the West Gulf Squadron, to join and tow these ironclads on their way down. The *Siren* was next selected as the best available vessel from the upper Mississippi division.

The substitution of the *Cincinnati* for the *Neosho* was because, from a survey held at Mound City during my absence, it was found that from her broken back and burned beams she was unfit for the service.

When General Canby asked me at New Orleans if I could spare some tinclads to cover the landing of troops in Mobile Bay, I told him that I doubted if the Mississippi tinclads were fit for the service, and certainly that none of them had any convenience for making or carrying fresh water; that I was short of vessels to patrol the Mississippi and prevent the enemy from crossing and to give convoys to the army in the Tennessee and Cumberland; that, however, I would cheerfully do all in my power to cooperate with him in any way. Commodore Palmer made no application whatever to me on the subject. In a subsequent conversation with him I distinctly informed him that the Mississippi tinclads were not provided with means for making or carrying fresh water, but were in condition for service in the inland waters, and I asked him where the tinclads were that had been fitted for service in the West Gulf Squadron. He said that some of them were at the Passes and some in Berwick Bay. I suggested withdrawing them for the expedition. He seemed disposed to adopt my suggestion as to the one or two at the Passes, but declined removing those in Berwick Bay, saying they were necessary to prevent blockade running, which I replied was an inferior object to the expedition. It was finally distinctly arranged in an interview between General Canby, Commodore Palmer, and myself that I would immediately send four tinclads, and six, if possible, to

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aid in General Canby's operations, which I sincerely wished to do. I supposed then that the tinclads that had been properly fitted for that squadron should have been used for that expedition in preference to any other service; that if Commodore Palmer thought otherwise, the tinclads sent him could be made to answer by sending the greater part of their crews in other vessels, while these vessels, choosing weather and the [Mississippi] Sound route to Mobile, could readily carry enough water to take them there, and when there they might get a supply from other steamers making fresh water. To have brought these tinclads up the Mississippi, and to have sent them to Cincinnati to be fitted for regular service in the Gulf Squadron, the quickest way of getting it done within my limits would have taken, especially in severe winter weather, more time than there was to spare, as General Canby wanted them in ten days, or fifteen at furthest. On my way up the river I met the troops coming down to him.

Had the steamers recently purchased for conversion into gunboats been ready for service I would have sent them, though I should have been obliged to exchange their crews with other vessels to get drilled men.

Fleet Engineer Shock, not content with complaining of the *Cincinnati's* boilers, assumes to condemn her generally as unfit for service in Mobile Bay. The commanding officer of the ironclad *Cincinnati*, recently returned, verbally informed me that Acting Rear-Admiral Thatcher was much pleased with the vessel, and that her boilers were repaired in a week or ten days. They required but a few hands to work upon them.

Referring to Mr. Shock's sinister recommendation, that the tinclads I sent should have their boilers and machinery put in condition to admit of their steaming back to their respective stations in the Mississippi Squadron, I beg leave to refer the Department to the enclosed copy of a report from the commanding officer of the *Naiad*, who seems to have been mortified at the rejection of his vessel, sent me on his return, in which he says the vessel was in good order for a year's service in the Mississippi Squadron. Mr. Shock does not seem to have forgotten that I was obliged, some years since, to report him to the Department for neglect of duty.

The Department may see that I did all that was practicable to do in the premises.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Telegram.]

MOUND CITY, *March 24, 1865—2:30 p. m.*

Telegraph immediately number and kind of guns required for each of three gunboats at Cincinnati.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant W. G. SALTONSTALL,
*St. Nicholas Hotel, Cincinnati.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving information regarding chartered vessels.*

FLAGSHIP BLACK HAWK,
*Mound City, March 24, 1865.*

SIR: The Department's communication of 15th instant is received. The following is the information called for concerning the chartered steamers employed in this squadron:

*New National*, chartered March 21, 1863, at $50 per day; increased March 21, 1864, to $22,000 per annum; owned by Pearson Montgomery, and employed as a dispatch and supply vessel to the lower district.

*Benefit*, chartered July 1, 1864, at $150 per day, from Edward Buse; employed for general towing and transport duty.

*Champion No. 6*, chartered October 13, 1864, at $180 per day, from A. & V. Shinkle; charter renewed July 1, 1864, and November 25, 1864, at same rate.

*Little Champion*, chartered May 11, 1864, chartered to date from May 14, 1864, at $165 per day, from A. & V. Shinkle; rechartered November 25, 1864, at same rate. The last recharter of the two *Champions*, which are towboats and pump boats also, was made at the suggestion of Paymaster Jackson, for the purpose of securing to the Government the control of these charters, which it had not before.

*V. F. Wilson*, chartered July 31, 1864, at $175 per day, from the Mississippi Coal Company.

The three last named are employed to tow coal to the districts on the Mississippi below Cairo, and to return with empty barges.

The officers and crew of the *New National* are furnished, and its expenses paid, by the Navy Department. The owners of the other steamers pay all expenses, except for fuel, which is furnished by the Navy Department.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of Navy, Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, enclosing reports regarding the capture of steamer Monroe in Big Black River and the killing of two men on board.*

FLAGSHIP BLACK HAWK,
*Mound City, March 24, 1865.*

SIR: I transmit enclosed a copy of a report dated March 14, from Lieutenant-Commander E. Y. McCauley, commanding Fifth District, with its enclosures, copy of report from Acting Volunteer Lieutenant G. W. D. Patterson, dated March 11, relating to the capture of the steamboat *Monroe* and the murder of two men on her by guerrillas in [Big] Black River, where she had gone after cotton, and her subsequent release, after being robbed of all articles of value.

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I enclose also the general orders referred to in these reports, viz: Major-General Canby's No. 80, Rear-Admiral Porter's No. 197, and my No. 23.

Cotton steamers are now operating at their own risk up the Red and Yazoo rivers.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of Navy, Washington, D. C.*

[Enclosure.]

U. S. S. BENTON,
*Off Bruinsburg, Miss., March 14, 1865.*

ADMIRAL: I have the honor to forward you copy of report made by Acting Volunteer Lieutenant G. W. D. Patterson, commanding U. S. S. *Mound City.*

On my arrival here I sent for the *Mound City* and investigated the matter.

I find that Acting Volunteer Lieutenant Patterson did give the owner or captain of the steamer *Monroe* permission to go up the Big Black River to a distance of 1 mile from the mouth of said river; that before starting the *Monroe* took on board three armed rebels, who, after reaching the limit assigned by Acting Volunteer Lieutenant Commanding Patterson, pointed to a light farther up the river, informing the captain or owner of the *Monroe* that there was the place where the cotton was, for which he had due permit. On arriving at the point indicated by the light, six more armed men appeared on the bank and the steamer was ordered to land. This being done, a man by name of Mulligan, who had served during the Vicksburg campaign as scout to General Grant's forces, was shot down in cold blood. The carpenter of the *Monroe* was also murdered in the same manner. The people on board were stripped, and the vessel stripped of everything except her machinery and fuel. She was then allowed to return, after a debate among the outlaws on the expediency of killing the crew and burning the vessel.

I called Acting Volunteer Lieutenant G. W. D. Patterson's attention to paragraph 2, page 4, of General Canby's General Order No. 80, approved by you in General Order No. 23. He informs me that he has acted under authority, and with the caution given in General Order No. 197, issued by Rear-Admiral Porter.

I have sent the *Monroe* down to General Davidson, commanding District of Natchez, who is in possession of the facts of the case, as also the papers, crew, etc. He will cause proper examination to be made into the matter, of which I will forward you the result.

I am, admiral, your most obedient servant,

E. Y. MCCAULEY,
*Lieut. Comdr., U. S. Navy, Comdg. 5th Dist. Miss. Squadron.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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[Subenclosure.]

U. S. S. MOUND CITY,
*Off Grand Gulf, March 11, 1865.*

SIR: I have the honor to report that on the 9th of March the owners of the steamer *Monroe* came to me for permission to proceed with their boat up to the mouth of [Big] Black River, for the purpose of taking on board of their boat a lot of cotton for which they had all the proper permits and authority.

I stated to them that they could do so only at their own risk, as I could afford them no protection; at the same time I advised them not to go, as I considered it attended with much risk; but they stated that the way was clear and that there were no scouts on the river to molest them.

The *Monroe* started to go up [Big] Black River, was fired into, and 2 men killed; all the boat stores and other articles of value were taken off by the scouts, and this morning the boat was released and is now under my protection. I send you Mr. Nathaniel Jenkins, whom I arrested, upon hearing the statement made by the Government aid and others, which led me to suspect he (Mr. Jenkins) had connived at the capture of the boat.

I also send the Government aid, as also the papers found on the person of Mr. Jenkins, whom I caused to be searched immediately upon arresting him. The aid I send as witness.

Very respectfully, etc.,

G. W. D. PATTERSON,
*Acting Volunteer Lieutenant, Commanding.*

Lieutenant-Commander E. Y. MCCAULEY,
*Commanding Fifth District.*

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*Order of Major-General Canby, U. S. Army, to Assistant Quartermaster Perkins, U. S. Army, regarding the transfer of mortar boats for Mobile.*

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
*New Orleans, La., March 25, 1865.*

CAPTAIN: You will receive and receipt for five mortar boats, with their equipments and the ordnance for the same, sent here by Acting Rear-Admiral S. P. Lee at the request of the major-general commanding.

You will forward these boats, equipments, ammunition, etc., to Mobile Bay, with as little delay as possible, to be turned over to the chief of ordnance of this military division.

By command of Major-General E. R. S. Canby:

C. H. DYER,
*Captain and Assistant Adjutant-General.*

Captain F. W. PERKINS,
*Assistant Quartermaster.*

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*Report of Acting Rear-Admiral Porter, U. S. Navy, regarding original letter relative to torpedoes in shape of coal.*

FLAGSHIP MALVERN,
*James River, Va., March 26, 1865.*

SIR: In answer to your letter of the 22d instant, relative to a letter from a Mr. T. E. Courtenay to Colonel H. E. Clark, concerning the preparation of torpedoes resembling lumps of coal, I have to reply that the letter forwarded you was a copy. The original is on file among my papers of the Mississippi Squadron, and as soon as I can get at it, I will forward it to the Department.

I have the honor to be, sir, very respectfully, yours,

DAVID D. PORTER,
*Rear-Admiral, Commanding North Atlantic Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Combined expedition from Natchez, Miss., to Trinity, La., March 26–28, 1865.*

**Report of Acting Rear-Admiral Lee, U. S. Navy, regarding captures made.**

FLAGSHIP BLACK HAWK,
*Mound City, April 14, 1865.*

SIR: Lieutenant-Commander McCauley has forwarded to me a report dated March 30, from Acting Ensign P. H. Randolph, of the *Benton*, in reference to the part taken by a detachment from the *Benton* in an expedition from Natchez to Trinity, La.

Acting Ensign Randolph left Natchez on the 26th of March with the detachment and joined the force, about 300 strong, under Brevet Brigadier-General [Bernard G.] Farrar at Vidalia. Five wagons accompanied the column, carrying five small boats and five skiffs, in charge of the men from the *Benton*. The expedition reached the Tensas River at a point 7 miles above Trinity at 2 a. m. of the 27th, after a very difficult march, crossing two wide and deep bayous. At this point the greater part of the troops and the wagons were left, the boats were launched, and about 100 soldiers embarked with the seamen. They landed at Trinity about daybreak, and, without firing a shot, captured 1 captain, 1 lieutenant, 1 orderly sergeant, and 22 privates, all of Harrison's command, and 40 horses and mules, with equipments complete, 25 stand of arms, and some commissary stores were also captured and destroyed, for want of transportation.

The expedition returned to Natchez on the 28th ultimo, without casualties.

Brigadier-General [John W.] Davidson sent Lieutenant-Commander McCauley a copy of Brevet Brigadier-General Farrar's report of the expedition, in which the services of the Navy are acknowledged in complimentary terms, to which General Davidson adds his thanks, concluding, "I take advantage of this occasion to testify to you my regard for the uniform cooperation you have afforded me

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during my command here, and for the cordial harmony which exists between the two branches of the service."

I have the honor to be, sir, very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

**Report of Acting Ensign Randolph, U. S. Navy, of the U. S. S. Benton.**

U. S. S. BENTON,
*Off Natchez, March 30, 1865.*

SIR: In obedience to your order I left this vessel at 2:30 a. m., 26th instant, landed at Vidalia, and joined a column of 300 men under command of Brevet Brigadier-General B. G. Farrar. Accompanying the column was a train of five wagons, containing five small boats and the same number of skiffs, in charge of my men.

At 3 a. m. we started from Vidalia and reached the Tensas River at a point 7 miles above Trinity at 2 a. m. of the 27th, having crossed two wide and deep bayous with the train and overcome obstacles which at first sight seemed insurmountable. Here we left the greater part of the troops and the train, launched the boats, embarked some 50 colored infantry, 20 of the Tenth Tennessee Cavalry (dismounted), and the seamen, and proceeded down the river. Arrived at Trinity just before daybreak, landed, and, without firing a shot, captured 1 captain, 1 lieutenant, 1 orderly sergeant, and 23 privates (all belonging to Harrison's command), and 40 horses.

Fortunately we found a large flat here which enabled us to transport the horses across the river and send as many men by land as we could mount, leaving me room in the boat for the remainder of the troops and the prisoners by water. The road home was shorter, but was cut by two bayous, over which we had to float the train.

Acting Master's Mate John Lee accompanied the expedition, and to his energy and ingenuity our success is in a great measure due. The damage done to the boats was unavoidable.

Hoping that the conduct of the expedition on the part of the Navy was satisfactory to you,

I am, very respectfully, your obedient servant,

P. H. RANDOLPH,
*Acting Ensign.*

Lieutenant-Commander E. Y. MCCAULEY, U. S. Navy,
*Commanding Fifth District Mississippi Squadron.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting information regarding reported intention of Magruder's forces to cross the Mississippi at Bruinsburg and Cole's Creek.*

FLAGSHIP BLACK HAWK,
*Mound City, March 29, 1865.*

SIR: I transmit enclosed a copy of a report* dated 13th instant from Lieutenant-Commander E. Y. McCauley, commanding Fifth

* See p. 93.

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District, communicating information he had received from General Dana regarding an intended attempt by Magruder's forces to cross the Mississippi near Bruinsburg and Cole's Creek.

Dispositions have been made with a view to defeat any such attempt.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander McCauley, U. S. Navy, acknowledging receipt of report regarding Magruder's intention to cross the Mississippi at Bruinsburg and Cole's Creek.*

FLAGSHIP BLACK HAWK,
*Mound City, March 29, 1865.*

SIR: Yours of 13th instant was received on the 20th, reporting information in regard to an intended crossing of the enemy under Magruder near Bruinsburg and Cole's Creek, and your dispositions in consequence. I sent the *Oriole* to report to you on the 22d and the *Gamage* will leave at daylight tomorrow for your district. Retain the *General Bragg*, sent you by Lieutenant-Commander Bacon. Intelligent coöperation is expected among divisional officers in the protection of weak points in adjoining districts. Bear in mind that the enemy may make a feint at one point and attempt the actual crossing at another.

Your requisitions have all been approved and sent to the naval station at Mound City. There are no boilermakers available here. I have ordered Acting Volunteer Lieutenant G. W. Rogers to proceed through the squadron and examine and report on the best practicable arrangement and stationing of the squadron repairing shops, and also as to the number of available mechanics in the squadron.

He will show you my instructions to him.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander E. Y. MCCAULEY,
*Commanding Fifth District Mississippi Squadron.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Sebastian, U. S. Navy, commanding U. S. receiving ship Great Western, for the transfer of command of that vessel.*

MOUND CITY, *March 29, 1865.*

SIR: I have transferred the receiving ship *Great Western* to the command of Commodore J. W. Livingston, commanding naval station at Mound City, to whom you will report for further orders.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master BENJ. SEBASTIAN,
*Commanding Receiving Ship Great Western.*

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[Telegram.]

MOUND CITY, *March 29, 1865.*

I learn with regret of Acting Volunteer Lieutenant Goudy's death. Have him buried with honors of war.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

SENIOR NAVAL OFFICER,
*Paducah, Ky.*

---

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Neil, U. S. Navy, commanding U. S. S. Gamage, for duty in the Fifth District.*

FLAGSHIP BLACK HAWK,
*Mound City, March 29, 1865.*

SIR: Proceed with the *Gamage* under your command to the Fifth District and report for duty to Lieutenant-Commander E. Y. McCauley, commanding.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master WILLIAM NEIL,
*Commanding U. S. S. Gamage, Mound City.*

---

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Saltonstall, U. S. Navy, urging dispatch in fitting of U. S. steamers Tempest and Abeona.*

MOUND CITY, *March 30, 1865.*

SIR: Please inform me when you will arrive here with the *Tempest* and *Abeona.* I desire that these vessels be fitted with all dispatch, and your services will be needed here very soon.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant W. G. SALTONSTALL,
*St. Nicholas Hotel, Cincinnati.*

---

*Order of the Secretary of the Navy, to Acting Rear-Admiral Lee, U. S. Navy, for the discharge of all chartered vessels.*

NAVY DEPARTMENT, *March 30, 1865.*

SIR: Your letter of the 24th instant, relative to vessels under charter, has been received. You will, without delay, discharge all of them, and in future rely upon the vessels of the squadron to discharge the duty now performed by the chartered vessels, designating for this purpose those least serviceable as gunboats. A suitable reduction should also be made in the complement of officers and men.

Very respectfully, etc.,

G. WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE.

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the drafting of pilots.*

FLAGSHIP BLACK HAWK,
*Mound City, March 31, 1865.*

SIR: Some of the pilots in this squadron have at different times been notified by the provost-marshals of their respective districts that they have been drafted for military service. As they are already in the United States service, it would seem that they can not be drafted into it, nor can they resign or desert from the naval service to enter the Army on such summons.

These pilots desire that their names be stricken from the enrollment lists, and that their townships may receive credit for their service, as in the case of other officers or of seamen. I respectfully request that all proper relief may be extended to this meritorious class of officers.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

*General order of Acting Rear-Admiral Lee, U. S. Navy, regarding means of distinguishing U. S. steamers Manhattan and Tennessee.*

GENERAL ORDER No. 56.

FLAGSHIP BLACK HAWK,
*Mound City, Ill., March 31, 1865.*

The following vessels have been added to the Mississippi Squadron, and will be distinguished as follows, viz:

1st. *Manhattan*, by the day and night distinguishing numbers of the late U. S. S. *Conestoga*.

2d. *Tennessee*, by a white pendant, with black ball and cornet above it, on the signal board, and by the lights No. 72 on the night chart.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

---

*Report of Acting Rear-Admiral Lee, U. S. Navy, showing the disposition of vessels of his command.*

U. S. MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, April 1, 1865.*

SIR: The following is the present disposition of the vessels of this squadron, viz:

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Black Hawk, flagship | 14 | Lieutenant F. J. Nalle. |
| Thistle, tug | 1 | Acting Ensign R. J. Eltringham. |

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*First District, New Orleans to Donaldsonville, Lieutenant-Commander W. E. Fitzhugh, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Ouachita | 39 | Lieutenant-Commander W. E. Fitzhugh. |
| Alexandria | 2 | Acting Master D. P. Rosenmiller. |
| Argosy | 9 | Acting Master J. C. Morong. |

*Second District, Donaldsonville to Morganza, Lieutenant-Commander J. J. Cornwell, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Choctaw | 8 | Lieutenant-Commander J. J. Cornwell. |
| General Price | 4 | Acting Volunteer Lieutenant W. R. Wells. |
| Nymph | 8 | Acting Master P. Donnelly. |
| Naiad | 7 | Acting Master Henry T. Keene. |
| Ivy, tug | ..... | Acting Ensign Perry C. Wright. |

*Third District, Morganza to Red River, Lieutenant-Commander E. C. Grafton, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Manhattan | 2 | Lieutenant-Commander E. C. Grafton. |
| Tennessee | 6 | Lieutenant-Commander Edward P. Lull. |
| Ozark, on her way to Mound City for repairs. | 7 | Acting Volunteer Lieutenant George W. Brown. |
| Fort Hindman | 8 | Acting Volunteer Lieutenant John Pearce. |
| Gazelle | 6 | Acting Master W. T. Power. |
| Dahlia, tug | ..... | Acting Ensign W. H. Strope. |
| Hyacinth, tug | ..... | Acting Ensign J. B. Hiserman. |

*Fourth District, Red River to Natchez, Lieutenant-Commander J. P. Foster, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Lafayette | 9 | Lieutenant-Commander J. P. Foster. |
| Chillicothe | 3 | Acting Volunteer Lieutenant George P. Lord. |
| Kenwood | 9 | Acting Volunteer Lieutenant John Swaney. |
| Champion | 5 | Acting Ensign Thomas Divine. |
| Peri | 8 | Acting Master Thomas M. Farrell. |
| Little Rebel | 4 | Acting Ensign J. B. Pettey. |

*Fifth District, Natchez to Vicksburg, Lieutenant-Commander E. Y. McCauley, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Benton | 13 | Lieutenant-Commander E. Y. McCauley. |
| Avenger | 7 | Acting Volunteer Lieutenant Charles A. Wright. |
| Forest Rose | 8 | Acting Volunteer Lieutenant A. N. Gould. |
| Mound City | 9 | Acting Volunteer Lieutenant G. W. D. Patterson. |
| Carnage | 9 | Acting Master William Neil. |
| Oriole | 9 | Acting Master E. Alford. |
| General Bragg | 3 | Acting Volunteer Lieutenant C. Dominy. |
| Fern, tug | ..... | Acting Ensign John M. Kelly. |

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*Sixth District, Vicksburg to Arkansas River, Lieutenant-Commander George Bacon, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Louisville | 7 | Lieutenant-Commander George Bacon. |
| Vindicator | 13 | Acting Volunteer Lieutenant-Commander W. R. Hoel. |
| Marmora | 8 | Acting Master Thomas Gibson. |
| Romeo | 6 | Acting Master Thomas Baldwin. |
| Juliet | 6 | Acting Volunteer Lieutenant T. B. Gregory. |
| Colossus | 7 | Acting Master F. G. Sampson. |
| Grossbeak | 7 | Acting Master Thomas Burns. |
| Samson | ..... | Acting Chief Engineer C. H. Christopher. |
| Laurel, tug | ..... | Acting Ensign W. R. Owens. |

*Seventh District, Arkansas River to Memphis, Lieutenant-Commander J. G. Mitchell, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Sibyl | 8 | Acting Volunteer Lieutenant J. W. Atkinson. |
| Exchange | 7 | Acting Volunteer Lieutenant J. C. Gipson. |
| Fawn | 8 | Acting Master John R. Grace. |
| Cricket | 7 | Acting Master M. J. Cronin. |
| Silver Cloud | 7 | Acting Master William Ferguson. |

*Eighth District, Memphis to Mound City, Commander Andrew Bryson, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Essex | 12 | Commander Andrew Bryson. |
| Hastings | 9 | Acting Volunteer Lieutenant John S. Watson. |
| Huntress | 6 | Acting Master John S. Dennis. |
| Mist | 7 | Acting Master W. E. H. Fentress. |
| Robb | 4 | Acting Ensign James Tuohy. |

*Ninth District, Mound City to Mussel Shoals, Tennessee River, Lieutenant-Commander R. Boyd, jr., commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Peosta | 15 | Acting Volunteer Lieutenant T. A. Harris. |
| Carondelet | 7 | Acting Volunteer Lieutenant John Rogers. |
| Paw Paw | 8 | Acting Master M. V. B. Haines. |
| Brilliant | 6 | Acting Master John H. Rice. |
| St. Clair | 6 | Acting Volunteer Lieutenant J. S. French. |
| Naumkeag | 7 | Acting Master A. F. Thompson. |
| Fairplay | 8 | Acting Master G. J. Groves. |
| Tensas | 2 | Acting Ensign E. C. Van Pelt. |

*Tenth District, Cumberland River and Upper Ohio, Lieutenant-Commander Le Roy Fitch, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Moose | 10 | Lieutenant Commander Le Roy Fitch. |
| Springfield | 12 | Acting Master Edmund Morgan. |
| Victory | 6 | Acting Master Frederick Read. |
| Reindeer | 8 | Acting Volunteer Lieutenant H. A. Glassford. |

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*Eleventh District, above Mussel Shoals, Tennessee River, Lieutenant Moreau Forrest, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| General Burnside | 5 | Lieutenant Moreau Forrest. |
| General Grant | 5 | Acting Master Jos. Watson. |
| General Sherman | 5 | Acting Master J. W. Morehead. |
| General Thomas | 5 | Acting Master Gilbert Morton. |

*Receiving ships.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Great Western, transferred to naval station, Mound City. | ..... | |
| Grampus, Cincinnati | ..... | Acting Ensign C .W. Litherbury. |

*On special duty.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Curlew | 8 | Acting Master M. Hickey. |
| Fairy | 8 | Acting Master C. Swendson. |

*Transports, dispatch boats, etc., headquarters, Mound City.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| General Pillow | 2 | Acting Ensign F. W. Halsted. |
| Red Rover | 1 | Acting Ensign Charles King. |
| General Lyon | 3 | First-class Pilot R. E. Birch. |
| New National | 4 | First-class Pilot A. M. Grant. |
| Brown | 2 | First-class Pilot J. A. French. |
| Volunteer | 5 | Acting Ensign M. K. Haines. |
| Benefit | ..... | Master Thomas McElroy. |

*Vessels repairing and fitting at navy yard, Mound City.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Ibex | 8 | Lieutenant-Commander R. L. May. |
| Collier | 9 | Acting Master J. F. Reed. |
| Silver Lake | 6 | Acting Master J. C. Coyle. |
| New Era | 6 | Acting Master A. C. Sears. |
| Neosho | 2 | Acting Volunteer Lieutenant Samuel Howard. |
| Prairie Bird | 8 | |
| Lexington | 10 | Acting Volunteer Lieutenant Wm. Flye. |
| Pittsburg | 8 | |
| Tuscumbia, dismantled | ..... | |
| Indianola | ..... | |
| Judge Torrence | 2 | Acting Master J. Irwin. |
| Kate | 9 | Acting Volunteer Lieutenant W. R. Wells. |
| Daisy, tug | ..... | Acting Master's Mate J. Graham. |
| Myrtle, tug | ..... | Acting Ensign I. N. Goldsmith. |



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*Purchased vessels converting into gunboats at Cincinnati.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Tempest | 8 | Acting Volunteer Lieutenant W. G. Saltonstall. |
| Abeona | 8 | Acting Master Samuel Hall. |

*Vessels repairing at Memphis.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Siren | 8 | Acting Master Jas. Fitzpatrick. |
| Tyler | 14 | Acting Volunteer Lieutenant Fredk. S. Hill. |

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Wells, U. S. Navy, in case of a call from the quartermaster at Nashville for assistance in raising the transport Mattie Cabler.*

MOUND CITY, *April 1, 1865.*

SIR: The transport *Mattie Cabler*, I am informed by Quartermaster Garland Donaldson, was sunk in the Cumberland 22 miles below Nashville on the 30th ultimo. If the Army quartermaster telegraphs for the services of the *Little Champion*, as I momentarily expect him to do, send her to the Cumberland to render all practicable assistance, delivering the enclosed order to her commanding officer, and inform Commodore Livingston that I desire her to render this service, or show him the order.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant F. S. WELLS,
*Commanding U. S. S. Kate, Mound City.*

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander McCauley, U. S. Navy, regarding modification of the trade system.*

MOUND CITY, *April 1, 1865*

SIR: Yours of the 6th ultimo was received on the 19th; it is marked "Private," but for the convenience of my office records I make official answer to it.

Some modification of the trade system is necessary and will soon be adopted. The expedition to Mobile, and the recent changes in military commanders, have produced some delay in this matter. I hope

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soon to issue an order which will remove the embarrassments referred to in your letter. Mr. Mellen has made no representation to me such as you refer to.

I am glad to hear of the better feeling you speak of on the part of the people of the insurrectionary region.

I propose to have two floating workshops, one at Vicksburg and the other at Red River.

I regret that the special occupation which General Magruder's threatened movement has given you has prevented my summoning you here for court-martial duty, and the more as I would like to have had full conversation with you as to the operation of the Treasury Regulations.

With my best thanks for the kind feeling expressed in the closing paragraph of your letter, I am, respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander E. Y. MCCAULEY,
*Commanding Fifth District, U. S. S. Benton.*

---

*Order of Acting Rear-Admiral Lee, U. S. Navy Acting Volunteer Lieutenant Wells, U. S. Navy, commanding U. S. S. Kate, for duty in the Eighth District.*

MOUND CITY, *April 1, 1865.*

SIR: Use all possible dispatch in getting your battery and stores aboard, reporting in writing to Commodore Livingston any unnecessary delay in their delivery.

As soon as equipped for service the *Kate* will proceed to Eighth District and report to Commander Andrew Bryson for duty.

This order is not to interfere with your personal order for court-martial duty.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant F. S. WELLS,
*Commanding U. S. S. Kate.*

---

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Reed, U. S. Navy, commanding U. S. S. Collier, for duty in the Third District.*

MOUND CITY, *April 1, 1865.*

SIR: Use all possible dispatch in getting your battery and stores aboard, reporting in writing to Commodore Livingston any unnecessary delay in their delivery.

As soon as equipped for service, proceed to Third District and report to Lieutenant Commander E. C. Grafton for duty.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master J. F. REED,
*Commanding U. S. S. Collier.*

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*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the drafting of pilots into military service.*

NAVY DEPARTMENT, *April 7, 1865.*

SIR: Your communication of the 31st ultimo, relative to pilots in the squadron under your command having been notified by the provost-marshals of their respective districts and that they have been drafted for military service, etc., has been received.

In order that the pilots in the Western waters be credited to the quotas of their respective districts, it will be necessary that a certificate of their being employed in the naval service, signed by yourself, be sent to the provost-marshals of their respective districts. This will also prevent their enrollment.

Very respectfully,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE, U. S. Navy,
*Commanding Mississippi Squadron, Cairo, Ill.*

---

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Burns, U. S. Navy, commanding U. S. S. Grossbeak.*

MOUND CITY, *April 7, 1865.*

SIR: Proceed to this place immediately with the U. S. S. *Grossbeak* under your command and report to me for further orders.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master THOMAS BURNS,
*Commanding U. S. S. Grossbeak.*

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[Telegram.]

MOUND CITY, *April 7,* [*1865*].

Telegram received. Have just arrived; do not know when *Margaret* will be in. Hear unofficially that she has been seized at New Orleans.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

O. H. BURBRIDGE,
*Louisville, Ky.*

---

[Telegram.]

CAIRO, *April 7, 1865.*

Proceed to Mound City immediately with the *Reindeer.*

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

COMMANDING OFFICER OF U. S. S. REINDEER,
*Smithland, Ky.*

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[Telegram.]

MOUND CITY, *April 7, 1865.*

Send *Reindeer* and *Victory* here immediately and expect *Silver Lake.*

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander LE ROY FITCH,
*Nashville, Tenn.*

---

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Bryson, U. S. Navy, regarding the U. S. S. Hastings.*

MOUND CITY, *April 8, 1865.*

SIR: Yours of 5th instant is received, requesting that the *Hastings* may be ordered here for repairs. As I desire her presence here for court-martial purposes, you will send her up at once. On her arrival, take out the necessary witnesses and paymaster's stores and return her to duty.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commander A. BRYSON,
*Commanding Eighth District Mississippi Squadron.*

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[Telegram.]

MOUND CITY, *April 8, 1865.*

Services of Mr. Bickerstaff, yourself, and *Tempest* urgently needed. Telegraph day *Tempest* shall certainly leave.

If Chief Engineer Loring makes written application to you to tow any equipments to the monitor at New Albany, you can do so, if vessel will not have to wait.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant W. G. SALTONSTALL,
*St. Nicholas Hotel, Cincinnati, Ohio.*

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*Certification by Acting Rear-Admiral Lee, U. S. Navy, regarding Pilot Ealer, of St. Louis.*

MOUND CITY, *April 8, 1865.*

I certify that Captain H. C. Ealer, of St. Louis, was pilot of the *Richmond* when Admiral Farragut attacked Vicksburg in 1862. I saw him there and heard Captain Alden, of the *Richmond*, speak in the highest terms of his skill and services. His services speak for his loyalty. He is fitting out a small steamer at St. Louis, and desires to take her to the Rio Grande and to receive assistance and

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protection from the Navy whilst coasting there from New Orleans. He will explain fully his purpose to Admiral Thatcher at the headquarters of the West Gulf Blockading Squadron at New Orleans.

At the request of Mr. Ealer, I mention his former connection with the Navy with a view to his receiving such facilities as he may, with propriety, request, and as the object he has in view when satisfactorily explained may justify.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Grafton, U. S. Navy, transmitting General Order No. 57 for distribution.*

MOUND CITY, *April 9, 1865.*

SIR: Detail a vessel to distribute, without delay, the enclosed General Order No. 57 to the vessels of the First, Second, Third, and Four districts. Acknowledge receipt.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander E. C. GRAFTON,
*Commanding Fourth District, Mouth of Red River.*

P. S.—If any prominent rebels are captured, send them to me.

S. P. LEE,
*Acting Rear-Admiral.*

[Enclosure.]

GENERAL ORDER No. 57.

U. S. MISSISSIPPI SQUADRON,
FLAGSHIP BLACK HAWK,
*Mound City, Ill., April 8, 1865.*

1. The following copy of a letter dated "Little Rock, March 28, 1865," and signed "John Levering, Assistant Adjutant-General," is published for the information of divisional and commanding officers, who are directed to exercise the utmost vigilance and make every effort to prevent the crossing of the Cumberland, Tennessee, and Mississippi from either side by the rebel officers and their followers, and to capture them if they attempt it.

2. In the present condition of the insurgent forces, efforts may be expected by some to concentrate, and by others, and most of them, to escape, especially the leaders.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

LITTLE ROCK, ARK., *March 28, 1865—1:15 p. m.*

Colonel Ryan, commanding at Lewisburg, telegraphs that all deserters from the rebel army east of the Mississippi River, in the trans-Mississippi Department, are being gathered up to be sent back to their regiments, crossing the Mississippi River at Catfish Point.

The major-general commanding requests that you will cause this information to be furnished to naval officers.

JOHN LEVERING,
*Assistant Adjutant-General.*

Brigadier-General MCGINNIS, U. S. V.

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander May, U. S. Navy, transmitting order to commanding officers of chartered vessels regarding disposition of Government property.*

MOUND CITY, *April 9, 1865.*

SIR: I enclose orders to the commanding officers of the five chartered steamers to turn over the public property on board of them to the naval station at Mound City. I desire you to see these orders executed, and report in each case when it is done.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander R. L. MAY,
*Commanding U. S. S. Ibex, Mound City.*

[Enclosure.]

MOUND CITY, *April 9, 1865.*

SIR: Turn over without delay to the naval station at Mound City all Government property now on board the *New National*, taking duplicate receipted invoices therefor, one of which you will forward to me and the other to the commandant of the station. Report to me as soon as this transfer of public property is made.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

COMMANDING OFFICER OF U. S. S. NEW NATIONAL,
*Mound City.*

[Orders similar to the above sent to commanding officers of the U. S. steamers *Benefit*, *V. F. Wilson*, *Champion No. 6*, and *Little Champion*.]

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Mitchell, U. S. Navy, to send the U. S. S. Sibyl to Mound City.*

MOUND CITY, *April 9, 1865.*

SIR: The Department having ordered the discharge of all the chartered steamers in the employ of the squadron, I desire you to send the *Sibyl*, originally a towboat, here without delay. I have ordered the *Grossbeak*, a new side-wheel steamer, from the Sixth District to this place. Detain her on her way up and put her in the *Sibyl's* place in the Eighth District.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. G. MITCHELL,
*Commanding Seventh District, Memphis.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Hall, U. S. Navy, commanding U. S. S. Abeona, for duty in the Tenth District.*

MOUND CITY, *April 10, 1865.*

SIR: Receive from the *Reindeer* her battery, ordnance equipments, and crew (except firemen and coal heavers), giving duplicate receipts therefor.

Take in the remainder of your stores with all practicable dispatch, and, when ready for service, proceed to the Cumberland River with the *Abeona* and report to Lieutenant-Commander Fitch for duty in the Tenth District.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master SAMUEL HALL,
*Commanding U. S. S. Abeona.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Saltonstall, U. S. Navy, urging the immediate need for the U. S. S. Tempest.*

MOUND CITY, *April 10, 1865.*

SIR: Your telegram of this date is received, reporting that the *Tempest* is promised for Saturday next. I wish to use the vessel, and desire that there may not be an hour's delay in preparing her for service. I shall expect her at the time designated by you.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant W. G. SALTONSTALL,
*St. Nicholas Hotel, Cincinnati.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding salutes fired on receipt of the news of capture of Richmond and surrender of forces under General Lee, C. S. Army.*

No. 163.] FLAGSHIP BLACK HAWK,
*Mound City, April 10, 1865.*

SIR: On the 5th instant I ordered a salute of 36 guns fired at noon from this flagship, in celebration of the capture of Richmond, intelligence of which was received on the preceding day, too late for a salute at the customary hour.

To-day, having received the published intelligence of the surrender of the rebel Army of Northern Virginia, under command of General Lee, to Lieutenant-General U. S. Grant, commanding United States forces in the field, a salute of 100 guns was fired from this vessel at noon, this ship being dressed on both occasions.

One hundred more guns will be fired at sunset.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Ensign Farmer, U. S. Navy, for the preparation of U. S. S. Reindeer as a supply vessel.*

MOUND CITY, *April 11, 1865.*

SIR: You are hereby detached from the U. S. S. *New National* and will assume command of the U. S. S. *Reindeer*, transferring to her all the men and officers at present attached to the U. S. S. *New National*, excepting the seven second-class firemen, whom you will transfer to the U. S. S. *Abeona*.

Prepare the *Reindeer* with all dispatch to take the place of the *New National* as a supply vessel, and make her first trip on the 15th of the month. An order of the transfer of the battery of the *Reindeer* to the *Abeona* was given on the 10th instant.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Ensign J. M. FARMER,
*Commanding U. S. S. New National pro tem.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving list of mortars, mortar boats, and rafts belonging to his command, including those sent to Major-General Canby, U. S. Army.*

MISSISSIPPI SQUADRON,
*Flagship Black Hawk, Mound City, April 12, 1865.*

SIR: On March 4, Major-General Canby requested me to send him four or five mortar boats, of which he understood that there were a number probably not needed in this squadron, informing me that they might be of essential service to him if the operations at Mobile were at all protracted, and that they would be used simply for army mortar batteries, and would require no men for the service of the mortars.

There being a number of mortar boats at this place for which there was no use in the squadron, I had five of those in the best condition made ready for service and dispatched them, with equipments and 1,500 empty shell, on the 18th March, in tow of the *Volunteer* and *Benefit*, to New Orleans. The master of the *Benefit* reports, on the 8th instant, their safe delivery there, on 25th March, to Captain F. W. Perkins, army quartermaster.

The following is a list of the mortars, mortar boats, and rafts remaining in the squadron, and of those sent to General Canby:

At Mound City Naval Station, 10 mortars, mounted; 16 mortar boats.

In Third District, 2 mortars, mounted; 4 mortar flats (3 at mouth of Red River, 1 at Fort Adams).

In Sixth District, 8 mortars, mounted (6 on rafts, 2 on scows); 7 mortar rafts, 3 model scows.

In Eighth District, at naval station, Memphis, 6 mortars, 4 mounted; 4 mortar boats.

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Transferred to Major-General Canby, March 18, 1865, 5 mortars, mounted; 5 mortar boats.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, referring to movements of cotton boats in the Yazoo, and the coming of deserters and refugees.*

FLAGSHIP BLACK HAWK,
*Mound City, April 13, 1865.*

SIR: Lieutenant-Commander Bacon reports, under date of 7th instant, that a great many cotton boats are going up and down Yazoo River, and have been received very kindly by the few rebel soldiers left in that vicinity and by the citizens. He is informed that there is no rebel force in that locality.

Lieutenant-Commander Foster reports, on April 6, that quite a number of deserters and refugees have recently been coming in, whom he transfers to military posts, taking receipts.

I have the honor to be, sir, very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Ensign Tuohy, U. S. Navy, commanding U. S. S. Robb, to proceed to Paducah, Ky., on special duty.*

APRIL 13, 1865—a. m.

SIR: Proceed with the U. S. S. *Robb* to Paducah, Ky., and up the Tennessee River, if necessary, until you fall in with Acting Volunteer Lieutenant T. A. Harris, commanding *Peosta*, and desire him to return immediately in the *Robb* and report to me for temporary duty. Show him these orders. Use dispatch.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Ensign JAS. TUOHY,
*Commanding Robb.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Boyd, U. S. Navy, regarding reconnoissance to be made in Tennessee River.*

MOUND CITY, *April 13, 1865.*

SIR: Assistant F. H. Gerdes, of the U. S. Coast Survey, is about proceeding to the Tennessee River to complete a reconnoissance of it.

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I desire you to afford him such temporary assistance and such facilities as he may request and you can possibly supply.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander R. BOYD, Jr.,
*Commanding Ninth District, Paducah.*

---

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, for the withdrawal of U. S. S. Samson from the Fourth District.*

MOUND CITY, *April 13, 1865.*

SIR: The Department having ordered the discharge of all the chartered steamers employed by the squadron, I shall be obliged to withdraw the towboat *Samson* from her present duties and employ her as a towboat.

I desire you to have the machinery on her transferred to the blacksmith's shop, which I have ordered from Natchez to take her place, and send the *Samson* here as soon as practicable.

I have ordered Acting Volunteer Lieutenant Rogers to give attention to the transfer and bring the *Samson* here.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. P. FOSTER,
*Commanding Fourth District and U. S. S. Lafayette.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Cornwell, U. S. Navy, regarding treatment of residents in his district.*

MOUND CITY, *April 13, 1865.*

SIR: Yours of 25th ultimo is received, stating your understanding of my wishes in regard to the treatment of the residents within the limits of your district, and is quite satisfactory.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. J. CORNWELL,
*Commanding Second District, U. S. S. Choctaw.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the seizure of steamer Emma No. 2, and orders for her release.*

FLAGSHIP BLACK HAWK,
*Mound City, April 13, 1865.*

SIR: Lieutenant-Commander McCauley reports, under date of March 30, that on the 20th he seized the steamer *Emma No. 2* for illegally landing stores at Rodney, Miss., and turned her over to the military authorities, who have temporarily released her on $10,000

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bonds. He states that the defense rests on the boat having a Treasury permit for the stores landed, and he doubts if she will be condemned; that she did not, however, report before landing to the nearest gunboat; so, with the design of stopping the well-known contraband traffic at that point, and in accordance with General Davidson's policy, he ordered the seizure. I have written that she should be released.

I have the honor to be, sir, very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander McCauley, U. S. Navy, to inform the military authorities of the release of steamer Emma No. 2.*

MOUND CITY, *April 14, 1865.*

SIR: The steamer *Emma No. 2*, of which you report under date of 31st March, the seizure and turning over to the military authorities, I think should not be held, but be released, and I desire you to inform the military authorities officially to this effect.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander E. Y. MCCAULEY,
*Commanding Fifth District and U. S. S. Benton.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Bacon, U. S. Navy, for cooperation with the military authorities for the delivery of disloyal persons at Gaines Landing.*

MOUND CITY, *April 14, 1865.*

SIR: Colonel James H. Baker, provost-marshal-general, Department of Missouri, has returned to me, through Major-General Dodge, a letter from Acting Master Baldwin, commanding the *Romeo*, addressed to himself, suggesting that some other point than Gaines Landing be designated for the delivery of disloyal persons banished from Missouri under the orders of the War Department.

This letter should have been sent through you to me for official action, and not direct to Colonel Baker.

General Dodge endorses that Gaines Landing was selected by General Canby for the purpose designated, and requests that it still be so used.

I desire you to afford all necessary cooperation in carrying out the views of the military authorities in the matter, and so instruct commanding officers of gunboats in that vicinity.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander GEO. BACON,
*Commanding Sixth District and U. S. S. Louisville.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Bacon, U. S. Navy, for protection of Skipwith's Landing.*

MOUND CITY, *April 14, 1865.*

SIR: I desire that Skipwith's Landing shall receive such gunboat protection as its relative importance claims and the means at your command will allow consistently with your other duties.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander GEO. BACON,
*Commanding Sixth Division, U. S. S. Louisville.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander McCauley, U. S. Navy, declining authority to arm and equip steamer Clyde.*

MOUND CITY, *April 14, 1865.*

SIR: Yours of April 6 is received, respecting General Davidson's offer to you of the steamer *Clyde*, to be stationed near Bullit's Bayou, and your proposition to arm and equip her for temporary service.

I can not authorize this arrangement without the sanction of the Department, which, at present, would probably rather diminish than increase the squadron.

I regret your want of officers, which is general throughout the squadron. I have at present no means of providing for it.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander E. Y. MCCAULEY,
*Commanding Fifth District Mississippi Squadron.*

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*General order of Acting Rear Admiral Lee, U. S. Navy, regarding protection to plantations of loyal citizens and removal of restrictions on trade.*

GENERAL ORDER No. 60.

FLAGSHIP BLACK HAWK,
*Mound City, Ill., April 14, 1865.*

I. The cover of gunboats to landings by steamboats engaged in lawful trade on all the rivers within the limits of this squadron, excepting within or along the States of Mississippi, Louisiana, and Arkansas, below the south line of the State of Tennessee, will hereafter be dispensed with, unless desired by the military authorities or by the parties making the landings, and all conflicting squadron orders are hereby revoked.

II. The countersigning of Treasury and military permits for trade and intercourse by divisional or other commanding officers will also be dispensed with.

III. The restrictions of the last paragraph of Special Order No. 3 are hereby revoked, except the part requiring a good lookout to prevent rebel spies or agents from passing our lines.

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IV. The particular attention of all commanding officers is called to General Order No. 26, communicating the Department's directions that the naval force on the Mississippi and its tributaries should, so far as may be consistent with naval duties, render protection to the loyal owners of plantations which are leased and worked by loyal owners, along the river, and guard the persons and property of loyal citizens. It is desirable to protect and encourage all well-disposed citizens.

V. Whenever military or Treasury restrictions on trade and intercourse shall be imposed or revoked, the gunboats will cooperate accordingly.

VI. Divisional officers will see that the gunboats are kept underway generally under easy steam, to preserve a vigilant police of the rivers and protect public and private interests as required by general orders.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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*Report of Major Jackson, U. S. Army, giving a description of the C. S. S. Missouri.*

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
OFFICE OF CHIEF SIGNAL OFFICER,
*New Orleans, La., April 14, 1865.*

GENERAL: I have the honor to submit for your information the following extracts from the daily report of this office, dated April 14, 1865:

* * * * * * *

Fort De Russy has been dismantled and is now occupied only as a picket station. Magruder's headquarters were at Washington, Ark. The gunboat *Missouri* came down to Alexandria on the 4th and anchored opposite Fort Randolph. She is built on the plan of the ironclad *Tennessee*, her sides having 35 degrees slope and being covered with two thicknesses of railroad iron, matched in by inverting the outer layer. This iron has also a horizontal angle of 35 degrees corresponding with the angle of the sides.

There are no wheelhouses visible. She is pierced with seven ports, but has only three guns, one XI-inch gun forward and two VI-inch rifles aft. The rifles are so arranged in the angles of the stern that they can be used astern or on the sides. The two ports not used are on the sides. She is very slow, not being able to stem the current alone. It is not intended to take her below the falls. The *Webb* is used simply as a ram, and has no guns on her. The *Mary T.* has no guns, and acts as tender to the *Missouri*

* * * * * * *

I have the honor to be, very respectfully, your obedient servant,

A. M. JACKSON,
*Major, Tenth U. S. Colored Artillery.*

Major-General S. A. HURLBUT,
*Commanding Department of the Gulf.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, showing the disposition of the vessels of his command.*

FLAGSHIP BLACK HAWK,
*Mound City, April 15, 1865.*

SIR: The following is the present disposition of the vessels of this squadron:

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Black Hawk, flagship | 14 | Lieutenant F. J. Naile. |
| Thistle, tug | 1 | Acting Ensign R. J. Eltringham. |

*First District, New Orleans to Donaldsonville, Lieutenant-Commander W. E. Fitzhugh, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Ouachita | 39 | Lieutenant-Commander W. E. Fitzhugh. |
| Alexandria | 2 | Acting Master D. P. Rosenmiller. |
| Argosy | | Acting Master J. C. Morong. |

*Second District, Donaldsonville to Morganza, Lieutenant-Commander J. J. Cornwell, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Choctaw | 8 | Lieutenant-Commander J. J. Cornwell. |
| General Price | 4 | Acting Volunteer Lieutenant W. R. Wells. |
| Nymph | 8 | Acting Master P. Donnelly. |
| Naiad | 7 | Acting Master Henry T. Keene. |
| Ivy, tug | | Acting Ensign Perry C. Wright. |

*Third District, Morganza to Red River, Lieutenant-Commander E. C. Grafton, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Manhattan | 2 | Lieutenant-Commander E. C. Grafton. |
| Tennessee | 6 | Lieutenant-Commander E. P. Lull. |
| Fort Hindman | 8 | Acting Volunteer Lieutenant Jno. Pearce. |
| Gazelle | 6 | Acting Master W. T. Power. |
| Samson, blacksmith shop | | Acting Chief Engineer C. H. Christopher. |
| Hyacinth, tug | | Acting Ensign J. B. Hiserman. |
| Dahlia, tug | | Acting Ensign W. H. Strope. |

*Fourth District, Red River to Natchez, Lieutenant-Commander J. P. Foster, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Lafayette | 9 | Lieutenant-Commander J. P. Foster. |
| Chillicothe | 3 | Acting Volunteer Lieutenant Geo. P. Lord. |
| Kenwood | 7 | Acting Volunteer Lieutenant Jno. Swaney. |
| Champion | 5 | Acting Ensign Thos. Divine. |
| Perl | 8 | Acting Master Thos. M. Farrell. |
| Little Rebel | 4 | Acting Ensign J. B. Pettey. |

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*Fifth District, Natchez to Vicksburg, Lieutenant-Commander E. Y. McCauley, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Benton | 13 | Lieutenant-Commander E. Y. McCauley. |
| Avenger | 7 | Acting Volunteer Lieutenant Charles A. Wright. |
| Forest Rose | 8 | Acting Volunteer Lieutenant A. N. Gould. |
| Mound City | 9 | Acting Volunteer Lieutenant G. W. D. Patterson. |
| General Bragg | 3 | Acting Volunteer Lieutenant C. Dominy. |
| Gamage | 9 | Acting Master William Neil. |
| Oriole | 9 | Acting Master Ed. Alford. |
| Fern, tug | ..... | Acting Ensign Jno. M. Kelly. |

*Sixth District, Vicksburg to Arkansas River, Lieutenant-Commander George Bacon, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Louisville | 7 | Lieutenant-Commander [George] Bacon. |
| Vindicator | 13 | Acting Volunteer Lieutenant-Commander W. R. Hoel. |
| Juliet | 6 | Acting Volunteer Lieutenant T. B. Gregory. |
| Marmora | 8 | Acting Master Thos. Gibson. |
| Colossus | 7 | Acting Master F. G. Sampson. |
| Grossbeak | 7 | Acting Master Thos. Burns. |
| Laurel, tug | ..... | Acting Ensign W. R. Owens. |

*Seventh District, Arkansas River to Memphis, Lieutenant-Commander John G. Mitchell, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Sibyl | 8 | Acting Volunteer Lieutenant J. W. Atkinson. |
| Exchange | 7 | Acting Volunteer Lieutenant J. C. Gipson. |
| Fawn | 8 | Acting Master Jno. R. Grace. |
| Cricket | 7 | Acting Master M. J. Cronin. |
| Silver Cloud | 7 | Acting Master Wm. Ferguson. |

*Eighth District, Memphis to Mound City, Commander Andrew Bryson, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Essex | 12 | Commander Andrew Bryson. |
| Hastings | 9 | Acting Volunteer Lieutenant John S. Watson. |
| Huntress | 6 | Acting Master H. E. Bartlett. |
| Mist | 7 | Acting Master W. E. H. Fentress. |
| Siren | 8 | Acting Master Jas. Fitzpatrick. |
| Ibex | 8 | Lieutenant-Commander R. L. May. |
| Robb | 4 | Acting Ensign James Tuohy |

*Ninth District, Mound City to Mussel Shoals, Tennessee River, Lieutenant-Commander R. Boyd, jr., commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Peosta | 15 | Acting Volunteer Lieutenant T. A. Harris. |
| Carondelet | 7 | Acting Volunteer Lieutenant John Rogers. |
| St. Clair | 6 | Acting Volunteer Lieutenant James S. French. |
| Paw Paw | 8 | Acting Master M. V. B. Haines. |
| Brilliant | 6 | Acting Master J. H. Rice. |
| Naumkeag | 7 | Acting Volunteer Lieutenant A. F. Thompson. |
| Fairplay | 8 | Acting Master G. J. Groves. |
| Tensas | 2 | Acting Ensign E. C. Van Pelt. |

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*Tenth District, Cumberland River and Upper Ohio, Lieutenant-Commander Le Roy Fitch, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Moose | 10 | Lieutenant-Commander Le Roy Fitch. |
| Springfield | 12 | Acting Master Edmund Morgan. |
| Romeo | 6 | Acting Master Thos. Baldwin. |
| Abeona | 8 | Acting Master Saml. Hall. |

*Eleventh District, above Mussel Shoals, Tennessee River, Lieutenant Moreau Forrest, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| General Burnside | 5 | Lieutenant Moreau Forrest. |
| General Grant | 5 | Acting Master Jos. Watson. |
| General Sherman | 5 | Acting Master J. W. Morehead. |
| General Thomas | 5 | Acting Master Gilbert Morton. |

*Receiving ships.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Grampus, Cincinnati | ..... | Acting Ensign C. W. Litherbury. |

*On special duty.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Curlew | 8 | Acting Master M. Hickey. |
| Fairy | 8 | Acting Master C. Swendson. |

*Transports, dispatch boats, etc., headquarters, Mound City.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| General Pillow, guard to magazine boat. | 2 | Acting Ensign F. W. Halsted. |
| Red Rover, hospital | 1 | Acting Ensign Charles King. |
| General Lyon, dispatch and supply vessel. | 3 | First-Class Pilot R. E. Birch. |
| Brown | 2 | First-Class Pilot J. A. French. |
| Victory, temporarily | 6 | Acting Master Fred. Read. |
| Reindeer, dispatch and supply vessel. | 8 | Acting Master J. M. Farmer. |

*Purchased vessels converting into gunboats at Cincinnati.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Tempest | 8 | Acting Volunteer Lieutenant W. G. Saltonstall. |



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*Vessels repairing and fitting at navy yard, Mound City.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Kate | 9 | Acting Volunteer Lieutenant W. R. Wells. |
| Collier | 9 | Acting Master J. F. Reed. |
| Silver Lake | 6 | Acting Master J. C. Coyle. |
| New Era | 6 | Acting Master A. C. Sears. |
| Neosho | 2 | Acting Volunteer Lieutenant Samuel Howard. |
| Prairie Bird | 8 | Acting Master Thos. McElroy. |
| Lexington | 10 | Acting Volunteer Lieutenant Wm. Flye. |
| Pittsburg | 8 | Acting Volunteer Lieutenant Edward Morgan. |
| Tuscumbia, dismantled | ..... | |
| Indianola, dismantled | ..... | |
| Judge Torrence | 2 | Acting Master J. Irwin. |
| Ozark | 7 | Acting Master Jno. Powell. |
| Daisy, tug | ..... | Mate J. Graham. |
| Myrtle, tug | ..... | Acting Ensign I. N. Goldsmith. |

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Burning of Federal steamer St. Paul in the Hatchee River, Tenn., April 16, 1865.*

**Report of Acting Rear-Admiral Lee, U. S. Navy, with enclosures, referring also to the probable destruction of steamers Sylph and Anna Everton.**

FLAGSHIP BLACK HAWK,
*Mound City, April 20, 1865.*

SIR: Acting Master James Fitzpatrick, commanding U. S. S. *Siren*, reports, under date of 16th April, the burning of the steamer *St. Paul* and the capture and probable burning of the steamers *Sylph* and *Anna Everton* by guerrillas, in the Hatchee River, on the morning of the 16th instant.

Under Major-General Washburn's General Order No. 31, of which I enclosed a copy, boats have been ascending the Hatchee for trading purposes.

I enclose a copy of Acting Master Fitzpatrick's report.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosures.]

GENERAL ORDERS, No. 31. } HDQRS. DISTRICT OF WEST TENNESSEE,
*Memphis, Tenn., March 10, 1865.*

I. The district of West Tennessee is hereby declared to be within the lines of Federal military occupation. There being now no longer any organized hostile force within the district, citizens will be

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allowed to come freely to Memphis and dispose of their products and take back a limited amount of family supplies. All adult persons coming to Memphis will be required to take the oath of allegiance to the United States Government, if they have not already done so, and all able-bodied men coming within the lines will be presumed to be rebel soldiers. On taking the oath such as desire to go North will be sent there, and such as desire to remain in Memphis, who can find employment in the city, will be allowed so to remain. Those who wish to return to their homes in West Tennessee and North Mississippi will be allowed to do so on giving satisfactory security that they will not again take up arms against the Government of the United States or give aid or comfort to its enemies.

II. It will be presumed that the products of the country brought to this market from within this district have been raised by free labor, for the reason that so many opportunities have been given to those whose labor was involuntary to escape from such servitude. Persons who desire to take out plantation supplies will be required to register their plantations, if they have not already registered them, and those persons who possess no plantations will be allowed to take out supplies in proportion to their limited wants.

III. In order to protect those persons who come to the city with the products of the country from the hungry swarm of sharpers who infest the lines, the picket officers stationed upon the authorized roads leading to the city will be furnished with pass tickets, one of which will be given to each party bringing in products, who will drive at once to the plaza and report in person to Colonel E. Bouton, at his office in barracks near the head of Madison Street. Colonel Bouton will impart to persons so reporting all necessary information in regard to their rights and duties; will countersign their tickets, and allow them to proceed to any part of the city and dispose of their products and procure such supplies as may reasonably be permitted.

IV. The practice of sending out runners or agents to the picket line, to intercept people arriving from the interior, must be discontinued; and all persons found interfering with people coming into the city before they have reported to the officer appointed in the third section of this order, will be forthwith arrested and placed upon the works at Fort Pickering for such length of time as may be ordered by the general commanding the post of defenses of Memphis, to whom all infractions of this order will be reported.

Merchants are admonished against making out false or fictitious invoices of goods, and such as are found guilty of these species of rascality will suffer the closing of their stores and the confiscation of their stocks in trade.

V. The operation of this order will be continued only so long as the people manifest a loyal and friendly spirit toward the Government of the United States and do not abuse the privileges hereby conferred.

This order will take effect on Monday, March 13.

By order of Major-General C. C. WASHBURN:

W. H. MORGAN,
*Assistant Adjutant-General.*

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U. S. S. SIREN,
*Mississippi River, April 16, 1865.*

SIR: I have just been informed of the capture and burning of the steamer *St. Paul* by a party of guerrillas whilst up the Hatchee River, also of the capture of the steamers *Sylph* and *Anna Everton*. Below please find statement of the captain of the *St. Paul:*

On Monday, the 10th instant, Lieutenant [Joseph] Luxton, who claims to belong to Bill Forrest's command, and a half brother of General Forrest, with 6 men, came on the steamer *St. Paul* at Brownsville Landing; said they had gone down on the *Elwood* and protected her out. Left Brownsville on Tuesday, the 11th, stopped at Lowry's Landing, waiting for cotton. They shot one of the deck hands at Lowry's and he either got overboard himself and swam ashore or they threw him overboard. On Wednesday, the 12th, 6 more men came on board with horses at Lowry's and got off at Bond's Landing; claimed to belong to Lee's company of [W. C.] Quantrill's guerrillas. On 15th met steamer *Sylph* aground below Bragg's Landing in possession of party of about 20 of Quantrill's men. Three miles below, at Bryant's Ferry, another party, about 20 of Quantrill's men, under Jo. Lee, took possession of the *Anna Everton;* Jo. Lee was on board. They put the freight ashore and tore up the cabin, bar, etc.; said they intended burning her. Started up the river with her to go to the *Sylph*. Said they intended burning both boats. The *St. Paul* came down to Morgan's Landing (which is about 40 miles from the mouth), and they burned the *St. Paul* Sunday morning at that point. Saw citizens who reported seeing smoke from the other two boats; that they were fired Sunday morning. Quantrill's men captured the *Anna Everton* and *Sylph*, and Lieutenant Luxton's men the *St. Paul*. Believe this was the real Luxton. He was joined by two or three others at Morgan's Landing. Part of the crew of the *Anna Everton* came on the *St. Paul* to Morgan's Landing.

Very respectfully, your obedient servant,

JAMES FITZPATRICK,
*Acting Master, Commanding.*

Commander A. BRYSON,
*Comdg. Essex and 8th Dist., U. S. S. Fairy, Mound City, Ill.*

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**Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting additional report from the commanding officer of the U. S. S. Siren, showing that the steamers Sylph and Anna Everton were not destroyed.**

FLAGSHIP TEMPEST,
*Mound City, April 26, 1865.*

SIR: Referring to my No. 183, of 20th instant, reporting the destruction of the steamer *St. Paul* and the probable destruction of two other steamers by guerrillas in Hatchee River, I enclose a report (copy) from Acting Master Fitzpatrick, commanding U. S. S. *Siren*, dated 22d April, respecting an expedition sent by Brigadier-General [E. D.] Osband to Brownsville, one column of which captured the guerrilla who has been passing for Luxton, but whose proper name was Wilcox, who burned the *St. Paul*. He was immediately hung by General Osband's order. It appears from this report that the *Sylph* and *Anna Everton* were not burned, but had come out of Hatchee River.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Enclosure.]

U. S. S. SIREN,
*Off Randolph, Tenn., April 22, 1865.*

SIR: I most respectfully make the following report:

April 19 an expedition under command of Brigadier-General Osband started for Brownsville, Tenn., in three columns; one from this place, one by way of Hatchee River, and one from Fulton, Tenn.

They returned this afternoon, having been successful in capturing 1 colonel, 1 major, 4 captains, 2 lieutenants, and 12 men, and killing General Shelby's adjutant. One of the men captured is the fellow that has been passing for Luxton. General Osband hung him from a cottonwood tree at this place this evening; his body is still hanging from the tree.

He confessed to burning the *St. Paul* and to killing one man on board of her. His proper name is Wilcox. His father lives in Memphis, Tenn.

The steamers *Anna Everton* and *Sylph* were not burned by the guerrillas. They came out of Hatchee River this afternoon.

Very respectfully, your obedient servant,

JAMES FITZPATRICK,
*Acting Master, Commanding.*

Commander A. BRYSON,
*Commanding Essex and Eighth District, Mound City, Ill.*

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[Telegram.]

NAVY DEPARTMENT, *April 16, 1865.*

On Monday fire a gun in honor of the late President each half hour from sunrise to sunset. Keep all flags at half-mast until after the funeral. Officers will wear crape. General order by mail.

G. WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Cairo, Ill.*

[Same to Commodore J. W. Livingston, Commandant Naval Station, Mound City, Ill.]

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*Report of Major Jackson, U. S. Army, modifying a former description of the C. S. S. Missouri.*

HDQRS. MILITARY DIVISION OF WEST MISSISSIPPI,
OFFICE OF THE CHIEF SIGNAL OFFICER,
*New Orleans, La., April 17, 1865.*

GENERAL: I have the honor to submit for your information the following extracts from the daily report of this office, dated April 17, 1865:

Some corrections have been made by deserters in regard to the gunboat *Missouri*, at Alexandria, La. She has 10 ports instead of 7, there being 2 in each angle of the bow as well as the stern, so that a gun mounted in the angle

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can be used as broadside or bow gun. There is only one gun in the bow, and that is in the starboard angle. The woodwork is 1½ feet thick.

* * * * * * *

I have the honor to be, very respectfully, your obedient servant,

A. M. JACKSON,
*Major, Tenth U. S. Colored Artillery,*
(In the absence of Captain S. M. Eaton, chief signal officer, Military Division of West Mississippi).

Major-General S. A. HURLBUT,
*Commanding Department of the Gulf.*

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[Telegram.]

ST. LOUIS, MO., *April 18, 1865—3:10 p. m.*

ADMIRAL: By direction of Major-General Pope, I shall be at Cairo to-morrow night on my way to the mouth of Red River on special and important duty. If possible, will you have a tinclad in readiness to take me to my destination?

JNO. T. SPRAGUE,
*Colonel and Chief of Staff.*

Admiral S. P. LEE, U. S. Navy,
*Commanding, etc., Mound City, Ill.*

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[Telegram.]

MOUND CITY, *April 18, 1865.*
(Received 19th.)

Telegram received. Will have a tinclad at Cairo to-morrow at your service.

S. P. LEE,
*Rear-Admiral.*

Colonel JOHN T. SPRAGUE,
*Chief of Staff.*

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[Telegram.]

ST. LOUIS, MO., *April 19, 1865—11 a. m.*

I shall leave this evening at 5 o'clock in the *Belle St. Louis* for Cairo.

J. T. SPRAGUE,
*Colonel, U. S. Army, and Chief of Staff.*

Admiral LEE,
*Commanding, etc., Cairo, Ill.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to the commanding officer of the U. S. S. Lexington, for the transportation of Colonel Sprague, U. S. Army, to mouth of Red River.*

MOUND CITY, *April 19, 1865.*

SIR: Proceed with the *Lexington* to Cairo and communicate with all boats arriving from St. Louis until the arrival of Colonel Sprague,

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chief of staff to Major-General Pope. Receive him on board and proceed to the mouth of Red River, where he goes on special duty. If he intends returning soon, and desires you to wait for him, you will do so; otherwise return to this place immediately after landing him.

Deliver the accompanying dispatches to divisional officers on your way down. Make all practicable dispatch.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

COMMANDING OFFICER OF U. S. S. LEXINGTON,
*Mound City, Ill.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, for the distribution of general order issued upon the death of President Lincoln.*

MOUND CITY, *April 19, 1865.*

SIR: Detail a gunboat to deliver the general order sent herewith, as early as practicable, to the vessels of the First, Second, Third, and Fourth districts.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. P. FOSTER,
*Commanding Fourth District.*
(Or Senior Officer at Mouth of Red River.)

[Enclosure.]

GENERAL ORDER No. 61.

FLAGSHIP BLACK HAWK,
*Mound City, Ill., April 18, 1865.*

I. The Navy Department directed, under date of 16th instant, that on Monday (17th) a gun be fired in honor of the late President each half hour, from sunrise to sunset; that all flags be kept at half-mast until after the funeral, and that officers wear crape for six months.

II. On the 17th instant the Navy Department directed, by special order, as follows:

By order of the President of the United States, the Navy Department will be closed on Wednesday next, the day of the funeral solemnities of the late President of the United States. Labor will be suspended on that day at each of the navy yards and naval stations and on all the vessels of the United States. The flags of all vessels and at all the navy yards and stations and marine barracks will be kept at half-mast during the day, and at 12 o'clock meridian 21 guns will be fired by the senior officer of each squadron and the commandants of each of the navy yards and stations.

III. The officers and petty officers, seamen and marines of this squadron will deeply share in the grief and indignation felt by the nation at the assassination of President Lincoln, our great and good Chief Magistrate and Commander in Chief, whose patriotism, ability, and amiableness commanded general respect and esteem.

IV. The vigor and virtue of our free institutions will, by the blessing of Providence, sustain, under every form of trial, the unity, honor, and glory of our continental country.

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V. Officers and men will continue with unswerving devotion the performance of their whole duty to our Government, whose organization is again complete.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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*Letter from Major-General Pope, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, favoring the withdrawal of all trade restrictions on the Mississippi River and its tributaries.*

HEADQUARTERS MILITARY DIVISION OF THE MISSOURI,
*St. Louis, Mo., April 20, 1865.*

ADMIRAL: I have the honor to acknowledge the receipt of your letter asking for a series of the orders issued by me since I assumed command of this division. I have directed the adjutant-general to enclose them to you. In view of our conversation I wrote fully to the President, advising, for what I thought sufficient reasons, the withdrawal of all trade restrictions on the Mississippi and its tributaries and the release of the larger naval and military forces from a duty for which they are little fitted, which is repugnant to them, and which keeps them from service against the organized forces of the enemy, where their presence might determine the fate of battles. The awful calamity which has befallen the country has doubtless, as yet, prevented any reply, but in due time I will invite the attention of the Government to my letter. Please accept my thanks for your kindness in placing one of your vessels at the service of Colonel John T. Sprague, my chief of staff. He goes on an important mission to the enemy's lines on the Red River.

I am, admiral, with great respect, your obedient servant,

JNO. POPE,
*Major-General, Commanding.*

Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting copy of orders issued upon receiving the news of the assassination of President Lincoln.*

FLAGSHIP BLACK HAWK,
*Mound City, April 20, 1865.*

SIR: The Department's telegrams of 16th and 17th instant, directing observances in honor of the late President of the United States, were duly received and the instructions carried out. I enclose my General Order No. 61,* promulgating these orders.

I have the honor to be, sir, very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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* See p. 151.

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Boyd, U. S. Navy, giving information regarding boats under construction on White Oak Island, Tennessee River.*

MOUND CITY, *April 20—2:30 p. m.*

Lieutenant-Colonel E. C. Brott, commanding at Fort Donelson, writes, March 27, received to-day, that he learns from what he considers reliable authority that rebels are building several large boats at mouth of White Oak Creek, at White Oak Island, for purpose of crossing, and that two or three hundred were then on other side.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander R. BOYD, Jr.,
*Commanding Ninth District, Paducah.*

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*Report of Lieutenant-Commander Fitch, U. S. Navy, transmitting letter of acknowledgment from Brigadier-General Johnson, U. S. Army, of naval cooperation.*

U. S. S. VICTORY,
*Mound City, Ill., April 21, 1865.*

SIR: I have the honor to enclose herein copy of a letter received from General Johnson long after the battle of Nashville.

I regret that this letter did not reach me sooner; but I presume, even if it did come very late, it will be gratifying to you to know that such a letter was written, giving the vessels of the squadron under your command credit for having participated in those events.

Very respectfully, your obedient servant,

LE ROY FITCH,
*Lieutenant-Commander.*

Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

[Enclosure.]

HDQRS. SIXTH DIVISION CAVALRY CORPS, M. D. M.,
*Nashville, Tenn., December 25, 1864.*

SIR: General Johnson directs me to express to you his acknowledgments for the promptness, readiness, and efficiency with which the gunboats under your command cooperated with this division in the attack upon the enemy's left during the recent battle of Nashville.

Without being able to designate specially the officers or boats engaged, he desires to say that he believes everything was done that could be done on the part of the naval forces to cooperate with him; and he begs you accept his thanks for yourself, and convey them also to the officers and men who were engaged under you.

I have the honor to be, very respectfully, your obedient servant,

E. T. WELLS,
*Acting Adjutant-General.*

Lieutenant-Commander LE ROY FITCH,
*Commanding Tenth District Mississippi Squadron.*

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[Telegram.]

MOUND CITY, *April 22, 1865.*
(Received 6:30 p. m.)

*Black Hawk* took fire from coal oil this morning about 10:30 and burned up rapidly; officers and men acted well. A portion of the official records saved; but little loss of life.

S. P. LEE,
*Acting Rear-Admiral, etc., Commanding.*

Hon. GIDEON WELLES.

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commodore Livingston, U. S. Navy, making provision for the needs of the crew of the U. S. flagship Black Hawk.*

U. S. S. FAIRY,
*Mound City, April 22, 1865.*

SIR: I request that you will instruct the paymaster of the receiving ship to issue to the crew of the *Black Hawk*, who lost their effects in the fire to-day, such clothing and bedding as may be necessary for their health and comfort.

The crew of the *Black Hawk*, since the burning of that vessel to-day, were sent to the receiving ship, where they could receive the accommodation and issues necessary for them.

I suppose their accounts should be taken up by the paymaster of the receiving ship until transfer accounts can be made out by the paymaster of the *Black Hawk*.

Respectfully, yours,

S. P. LEE,
*Commanding Mississippi Squadron.*

Commodore J. W. LIVINGSTON,
*Commanding Naval Station, Mound City, Ill.*

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[Telegram—Cipher.]

NAVY DEPARTMENT, *April 23, 1865.*

The utmost vigilance should be exercised on the Mississippi, especially the lower portion, to prevent the carrying across of plunder and property in the hands of Jeff Davis and his Cabinet and also to seize those persons. Allowance to persons for clothing when vessel is lost fixed by law. Investigate thoroughly relative to the oil.

GIDEON WELLES,
*Secretary.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Cairo, Ill.*

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## *Escape of C. S. ram William H. Webb from Red River, April 23, and her destruction, April 24, 1865.**

**Report of Acting Volunteer Lieutenant Wells, U. S. Navy, commanding Second District, transmitting reports of commanding officers of U. S. steamers Choctaw, Naiad, and Nymph.**

U. S. S. GENERAL PRICE,
*Off Bayou Sara, May 6, 1865.*

SIR: I have the honor to inform you that at 1:30 a. m. on the 24th of April the rebel ram *Webb* ran by Baton Rouge—at which place my vessel was lying—keeping down the opposite side of the river, showing the running lights of a transport, creating at the time no suspicion as to her character. Just ahead of her was Lieutenant-Commander Lull, of the U. S. S. *Tennessee*, in his tug, and astern of her a transport passing down. At 3 a. m. the *Choctaw's* tug came down and reported to Captain Lull that a suspicious vessel had passed down, supposed to be the *Webb*. About 4 a. m. Captain Lull came alongside, bringing me the information. I immediately beat to quarters, but, after consulting with him, we concluded that as the ram was two and one-half hours ahead of me, and as he had important dispatches to send through to General Canby, it was best to try the telegraph, but up to 9 a. m. could not get the line to work. At that time I took his dispatches, also one of General Herron's staff with dispatches, and started down the river. At Plaquemine I found that the lines had been cut, also at Donaldsonville, on the east side, but working on the west side by way of Thibodeaux. The ram passed that point at 4 a. m. and they had telegraphed through to New Orleans. I also learned that she had not passed by New Orleans at 12 m. Lieutenant-Commander Fitzhugh, in the *Ouachita*, was below. I left my dispatches to be forwarded and started down the river, my crew at quarters and ship prepared for action. About 20 miles this side of New Orleans I spoke the U. S. S. *Argosy*, bound up, and learned that the ram had passed New Orleans at 12:30 p. m., receiving the fire of the squadron there. I then returned and learned at Bonnet Carré that she was destroyed about 20 miles below New Orleans, which information I transmitted from Donaldsonville to Lieutenant-Commander Lull at Red River, together with an answer to his dispatches. I then returned to Baton Rouge, where I had been lying, by the earnest request of Major-General Herron, in command at that place.

For a statement of the action taken to prevent the passage of the ram *Webb* by the other vessels of this district, I beg leave to respectfully call your attention to their several reports this day forwarded.

I remain, sir, very respectfully, your obedient servant,

WILLIAM R. WELLS,
*Acting Volunteer Lieutenant, Commanding.*

Acting Rear-Admiral S. P. LEE, U. S. Navy,
*Commanding Mississippi Squadron.*

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* For additional reports see Vol. 22, pp. 141–170.

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[Enclosures.]

U. S. S. CHOCTAW,
*Off Bayou Sara, La., May 6, 1865.*

SIR: I have the honor to report that on the night of the 23d of April, 1865, at about half past 10 o'clock, a steamer was reported passing down the west bank of the river, about one mile distant from this vessel. I supposed her to be an army transport.

At 11:20 the U. S. S. *Fort Hindman* came down the river. Lieutenant-Commander Lull having been on board the *Choctaw* a few hours previously and having told me he had left the *Fort Hindman* at anchor in Tunica Bend, my suspicions were excited, and fearing something wrong, I beat to quarters and slipped my cable. When Captain Pearce came within hail, he informed me that the steamer which had passed down he believed to be the rebel ram *Webb*. As there were visible from this vessel the lights of several steamers coming down, and fearing that the *Missouri* and *Mary T.* had also come out of Red River, I did not deem it prudent to leave this station, but immediately sent the tug *Hyacinth* to Baton Rouge, with orders to report to Lieutenant-Commander Lull that I had every reason to believe that the *Webb* had passed down the river. I directed Captain Hiserman of the tug *Hyacinth*, in case he could not find Lieutenant-Commander Lull, to telegraph at once to New Orleans and the stations below. This I did, not knowing that the U. S. S. *General Price* was lying off Baton Rouge.

The *Lafayette* and *Vindicator* arrived at this station about 2 a. m. I then ascertained positively that the vessel which had passed was the *Webb*.

Very respectfully, your obedient servant,

M. B. MUNCY,
*Acting Master, Commanding pro tem.*

Acting Volunteer Lieutenant W. R. WELLS,
*Commanding Second District Mississippi Squadron pro tem.*

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U. S. S. NAIAD, *May 6, 1865.*

SIR: Your order calling for full particulars of the passing of the rebel steamer *Webb* and my position at the time, is at hand, and, in compliance therewith, I have the honor to state the little that is known to me in relation to that matter.

My watch officer reported to me two steamers passing down at about half past 11 on the night of April 23, this vessel then lying at anchor off Port Hudson. I stepped out on the guards and saw what I supposed to be a couple of transports, one apparently waiting for the other to land. It was hazy at the time, and nothing indicated a suspicious character. The outer steamer seemed not willing to go in until the other came out. When the first did come out, the other followed her down the river without landing. I thought it strange that the commandant of the fort did not bring her to, as it is customary in such cases to do; but did not entertain the faintest suspicion of her hostile character until the steamer *Argosy* came down about 2 o'clock and reported the *Webb* as having passed out of Red River some three hours previously, and herself as bearing dispatches

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to same effect for Baton Rouge and New Orleans. The steamer, now supposed to have been the *Webb*, looked, at the time I saw her, like a transport with barges in tow.

Very respectfully,

HENRY T. KEENE,
*Acting Master, Commanding.*

Lieutenant WILLIAM R. WELLS,
*U. S. S. General Price.*

---

U. S. S. NYMPH,
*Off Bayou Sara, La., May 6, 1865.*

SIR: I have to inform you that between the hours of 11 and 12 p. m., April 23, 1865, as this vessel was lying at anchor off Lobdell's Stores [Landing], La., in 3½ fathoms water, a steamer (which afterwards proved to be the rebel blockade runner *Webb*) passed down the river about one mile distant on the opposite side of the river, the night being clear and starlight. Was met by merchant steamer, bound up, which blew one whistle twice. The steamer, bound down, answered the second whistle by tapping one bell. A tug passed down about 12 p. m., which was reported to me. The previous steamer passing was not reported. The officer of the deck, P. Lake, acting ensign, supposed the passing boat to be a Government transport. Said boat carried regular transport lights. He did not notice anything about the boat, more than other boats frequently passing during the night, except that she answered the approaching boat's whistle by tapping the bell. I did not know that the *Webb* passed down until so informed by the tug *Hyacinth*. About 9 a. m., April 24, she having passed down nine hours previously, as I supposed, was then in New Orleans. After hearing of the *Webb* having passed, by making strict enquiries of the officer of the deck, quartermaster and sentries on watch, I became satisfied that the above described boat, passing down the river about midnight, was none other than the rebel blockade runner *Webb*. I weighed anchor and proceeded to Baton Rouge, La., and there learned that the U. S. S. *Price* had proceeded down the river on hearing of the *Webb* having passed.

I have the honor to remain, very respectfully, your obedient servant,

P. DONNELLY,
*Acting Master, Commanding.*

Acting Volunteer Lieutenant W. R. WELLS,
*U. S. S. General Price, Senior Officer Present.*

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[Telegram.]

U. S. S. LEXINGTON,
*Mouth of Red River, April 27, 1865.*
(Received May 1.)

Please dispatch the following to Major-General Pope, U. S. Army, commanding, St. Louis, Mo., and oblige:

The rebel ram *Webb*, commanded by the infamous Read, of the *Tacony* infamy, ran by the fleet at the mouth of Red River on the 23d instant. At New

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Orleans she passed with the U. S. flag at half-mast. Twenty-five miles below New Orleans the U. S. S. *Hollyhock* gave her a broadside. She was run ashore by the crew and burned; all escaped but three men. Two hundred and seventeen bales of cotton were destroyed. The *Webb* left Shreveport on the 17th instant. At that place she took on board 50 cords of pine wood; at Alexandria 50 tons of pine knots. To-day I sent a letter to General Smith by the rebel [commissioner] of exchange.

JOHN T. SPRAGUE,
*Lieutenant-Colonel, U. S. Army.*

Colonel EZRA T. SPRAGUE,
*Commanding, etc., Cairo, Ill.*

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[Telegram.]

FORT JACKSON, *April 26, 1865.*
(Received 9 a. m.)

Dispatch saying the crew of the rebel ram had passed into canal 42 miles below New Orleans received. Have sent to notify Fort Livingston.

A. J. FITZWATER,
*Major, Commanding.*

Major WICKHAM HOFFMAN,
*Assistant Adjutant-General.*

---

**Order of Brigadier-General Sherman, U. S. Army, to commanding officer at Fort Livingston, La., for the capture of crew of C. S. ram Webb.**

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
*New Orleans, April 26, 1865.*

SIR: A party of about 10 of the crew of the rebel ram *Webb* have passed into the canal, and it is supposed will attempt to escape into the Gulf near Fort Livingston. You will make every effort to intercept and capture them.

I am, sir, respectfully,

WICKHAM HOFFMAN,
*Major and Assistant Adjutant-General.*

COMMANDING OFFICER,
*Fort Livingston.*

---

**Order of Brigadier-General Sherman, U. S. Army, to Captain Perkins, U. S. Army, regarding measures for the capture of crew of the C. S. ram Webb.**

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
*New Orleans, April 26, 1865.*

CAPTAIN: The brigadier-general commanding directs that you instruct the captain of the boat *Colonel Chandler*, hence for Fort Livingston, to be on the lookout for a party of the rebel crew of the ram *Webb*, reported to have passed into the canal on their way to the Gulf near Fort Livingston. A guard of 10 men from the

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Forty-sixth U. S. Colored Infantry will be ordered to report to you for duty on the boat this trip. They will be relieved upon their return.

I am, sir, respectfully,

WICKHAM HOFFMAN,
*Major and Assistant Adjutant-General.*

Captain F. W. PERKINS,
*Assistant Quartermaster.*

---

**Report of Brigadier-General Sherman, U. S. Army, announcing the capture of the crew of the C. S. ram Webb.**

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
*New Orleans, April 26, 1865.*

SIR: I have the honor to report the return of Captain G. W. Curry, Tenth Illinois Cavalry, who was sent with a squadron of cavalry night before last to apprehend the refugees of the ram *Webb*. He has succeeded in arresting 26 of them, whom I have ordered to be turned over to the commissary of prisoners, they being all, as he informs me, enlisted men. He has been directed to send in a written report with the descriptions of the men.

Very respectfully, your obedient servant,

T. W. SHERMAN,
*Brigadier-General, Commanding.*

ASST. ADJT. GENERAL, DEPARTMENT OF THE GULF.

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*General order of Acting Rear-Admiral Lee, U. S. Navy, issued upon the destruction by fire of the U. S. flagship Black Hawk.*

GENERAL ORDER No. 62.

FLAGSHIP TEMPEST,
*Mound City, Ill., April 24, 1865.*

The squadron files having been destroyed in the recent burning of the flagship *Black Hawk*, commanding officers are desired to make out duplicates of the following returns and reports without delay:

Returns called for by General Orders, Nos. 36, 40, 46, and 59.

Lists of officers (for Navy Department) for quarter ending March 31.

Reports from divisional officers in relation to sunken vessels, required by circular letter of March 14.

The returns for April, under General Order No. 40, will embrace all changes since January 1.

Divisional and commanding officers will also forward duplicates of any other reports and returns calculated to facilitate squadron business and prevent inconvenience and delays from the recent loss of files.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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*Special order of Acting Rear-Admiral Lee, U. S. Navy, regarding measures for the capture of Jefferson Davis and his Cabinet.*

SPECIAL ORDER No. 8.

FLAGSHIP TEMPEST,
*Mound City, Ill., April 24, 1865.*

I. The honorable Secretary of the Navy, in a confidential telegraphic order dated 23d instant, commands that the utmost vigilance should be exercised on the Mississippi River, especially the lower portion of it, to prevent the carrying across of plunder and property in the hands of Jeff. Davis and his Cabinet, and also to seize their persons.

II. The capture of the above-named persons will be rendering an important public service, which will be duly appreciated. Such persons, if captured, are not to be transferred to the military authorities, but are to be immediately sent in a gunboat to these headquarters.

III. The vigilant guard and patrol of the river required by the above order from the Navy Department, and by General Orders, Nos. 57 and 60, of April 8 and 14, will be strictly observed. Each divisional officer will hereafter live on board of a gunboat in which he can quickly and readily move about within the limits of his command, to see that orders are properly attended to, and that the duties required of the different vessels of his district are well performed. Whenever there is necessary occasion for it, the divisional officer can operate from an ironclad or other well-armed vessel of his command.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Tuohy, U. S. Navy, for special duty as bearer of dispatches.*

FLAGSHIP TEMPEST,
*Mound City, Ill., April 24, 1865.*

SIR: Proceed with the *Robb* under your command to deliver the accompanying dispatches to the commanding officers of the vessels between Cairo and College Point. Show this order to divisional commanders, return here immediately on completing the delivery, and perform the whole service with all practicable dispatch. Ask each divisional officer to send by you a written report of what quantity of coal he needs and when it should be delivered.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master JAMES TUOHY,
*Commanding U. S. S. Robb, Mound City.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting copy of Special Order No. 8, enjoining vigilance against the escape of Jefferson Davis and his Cabinet.*

No. 187.] FLAGSHIP TEMPEST,
*Mound City, April 26, 1865.*

SIR: The Department's telegram of the 23d instant was received at 11 p. m. on that day, directing vigilance to be exercised on the Mississippi River to prevent the carrying across of plunder or property by Jefferson Davis and his Cabinet, etc.

I caused the enclosed special order * to be printed yesterday and dispatched by a gunboat the same evening to the vessels on the Mississippi.

In my General Order No. 57, of April 8, I directed divisional and commanding officers to exercise the utmost vigilance and make every effort to prevent the crossing of the Cumberland, Tennessee, and Mississippi, from either side, by the rebel officers and their followers, and to capture them if they attempt it. On the copies of this order sent to divisional officers I directed that if any prominent rebels were captured they should be sent to me.

In my General Order No. 60, of April 14, I ordered the gunboats to be kept underway, generally under easy steam, to preserve a vigilant police of the river.

The object of these portions of those orders was to effect the purpose the Department has in view.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Telegram.]

NASHVILLE, TENN., *April 27, 1865.*

I have just received information from western North Carolina that Davis, escorted by a picked body of 500 cavalry, will endeavor to make his escape across the Mississippi.

The position of my advanced troops is very satisfactory. All western North Carolina, middle and northern Georgia, and northern Alabama are virtually under my control. Wilson was in front of Macon, Ga., when last heard from. If Davis escapes through my lines, Canby's, and yours, he will prove himself a better general than any of his subordinates.

GEO. H. THOMAS,
*Major-General, U. S. Army, Commanding.*

Admiral S. P. LEE,
*Mound City.*

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* See p. 160.



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*Report of Acting Rear-Admiral Lee, U. S. Navy, of his intention to give personal attention to the efforts to capture Jefferson Davis and his Cabinet.*

No. 195.—Confidential.] FLAGSHIP TEMPEST,
*Mound City, April 28, 1865.*

SIR: As the repairs to this vessel's machinery will be completed by to-morrow, I propose then to go down the Mississippi, to give my personal attention and supervision to the efforts to capture Jeff. Davis and his Cabinet, of the importance of which I am fully aware. I enclose a copy of my Special Order No. 9 of the 27th instant, renewing previous exhortations to vigilance.

The chief of Major-General Pope's staff has gone up Red River in a gunboat furnished by me, to propose to General Kirby Smith, by General Pope's order, the terms of surrender allowed by General Grant to General Lee. Should this offer be accepted, the rebellion is at an end, even if Jeff. Davis succeeds in reaching the Trans-Mississippi Department. If Kirby Smith should not surrender, a military movement to flank the rebel force west of the Mississippi, contemplated by General Pope and intended to be made when the grain ripens, will accomplish the object.

I received yesterday a telegram from Major-General Thomas, of that date, giving information he had received regarding the intended attempt of Jeff. Davis, guarded by 500 cavalry, to reach and cross the Mississippi, and saying that the position of his troops was very satisfactory; and all western North Carolina, middle and northern Georgia, and northern Alabama, are virtually under his control, and that it would be very difficult for Davis to make his escape through his lines, General Canby's, and mine.

It would be well if there were a good cavalry scout between Memphis and Baton Rouge, and that rewards were offered for information. The object of the rebels in sending six armed launches from Mobile to northern Mississippi was variously accounted for by our generals to whom the fact was known, and though not understood by any at the time may be readily inferred now. I trust the rebel Government may attempt to force a passage across the Mississippi in these launches, rather than to secure one under cover of night.

No effort will be spared to secure the capture of this concern.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

*Letter from the Secretary of War to the Secretary of the Navy forwarding information from Lieutenant-General Grant, U. S. Army, regarding the probable movements of Jefferson Davis.*

WAR DEPARTMENT,
*Washington City, April 28, 1865.*

SIR: I enclose to you for information a copy of a telegram received from General Grant, and would respectfully call your attention

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to General Grant's request that information be given the naval commanders on the Mississippi.

Your obedient servant,

EDWIN M. STANTON,
*Secretary of War.*

Hon. GIDEON WELLES,
*Secretary of Navy.*

[Enclosure.]

RALEIGH, N. C., *April 26, 1865—10 p. m.*

Jeff. Davis, with his Cabinet, passed into South Carolina, with the intention, no doubt, of getting out of the country, either via Cuba or across the Mississippi.

Sherman sent this information via Wilmington, [N. C.], yesterday to Admiral Dahlgren and General Gillmore for them to be on the watch.

I think it would be avisable to give the same information to the naval commanders on the Mississippi River and all post commanders.

U. S. GRANT,
*Lieutenant-General.*

Hon. EDWIN M. STANTON,
*Secretary of War.*

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[Telegram.]

NAVY DEPARTMENT, *April 28, 1865.*

Information has been received which leads to the belief Jeff. Davis and his Cabinet may soon attempt to cross the Mississippi River. Exercise all the vigilance and means at your command to thwart their designs and capture them if possible.

GIDEON WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Hill, U. S. Navy, calling attention to Special Order No. 9, regarding Jefferson Davis and his Cabinet.*

U. S. S. TEMPEST, *Mound City, April 28, 1865.*

SIR: Enclosed is my Special Order No. 9, of 27th instant. I desire the *Tyler* to proceed as early as possible to the Third District and to assist in carrying it out. Wait for no repairs that are not absolutely necessary. If the *Tyler's* machinery is in running order, proceed with her at once; if not, let the work on it be carried on by night and day until she is ready. The utmost dispatch is necessary. I will see you in a day or two. Exert yourself.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant F. S. HILL,
*Commanding U. S. S. Tyler, Memphis.*

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[Enclosure.]

SPECIAL ORDER No. 9.

FLAGSHIP TEMPEST,
*Mound City, April 27, 1865.*

I. General Order No. 57, of April 8, requires all commanding officers to exercise the greatest vigilance and to make every effort to prevent rebel officers and leaders from crossing the Mississippi and to capture them if they attempt it.

II. General Order No. 60, of April 14, requires the gunboats (not the ironclads) to be kept underway all the time, to preserve a vigilant police of the rivers.

III. Special Order No. 8, of April 24, commands that the utmost vigilance shall be exercised on the Mississippi River, especially the lower portion of it, to prevent the carrying across of property and plunder in the hands of Jeff. Davis and his Cabinet, also to seize their persons and send them to me; and divisional officers are required to live on a gunboat (not an ironclad), in which they are to move about properly within the limits of their respective commands, to see that the duties required of the different vessels are properly performed.

IV. The immediate engrossing and important duty is to capture Jeff. Davis and his Cabinet and plunder. To accomplish this, all available means and every effort must be made to the exclusion of all interfering calls.

The commanding officer of each division will make a minute report of the dispositions made by him to accomplish this great object.

V. Search carefully all trading steamers coming out of rivers, creeks, and bayous on the east side of the Mississippi.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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[Telegram.]

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, April 28, 1865.*

Telegram received. Glad to learn of your satisfactory dispositions. Have my vessels constantly under way, watching under urgent orders to prevent rebel Government escaping across Mississippi. Its capture is of the utmost importance. Wish there was plenty of cavalry on east bank below Memphis, and rewards offered for information.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Major-General GEO. H THOMAS,
*Nashville, Tenn.*

Note to operator at Cairo: If General Thomas's telegram of 27th to me was in cipher, please so send the above, but not otherwise.

S. P. LEE,
*Acting Rear-Admiral.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Cornwell, U. S. Navy, for special duty in connection with the capture of Jefferson Davis and his Cabinet.*

U. S. S. TEMPEST,
*Mound City, April 28.*

SIR: The *Silver Lake*, which leaves here to-day, is temporarily assigned to your district unless Lieutenant-Commander Grafton is in greater need of her, when you will turn her over to him. Take passage in her to return to your district. When you hear certainly that Jeff. Davis is captured or has escaped, not depending on mere report, return here for court-martial duty. Send the *Volunteer* back to this place as soon as practicable. See that Special Order No. 9 is delivered by *Silver Lake* on her way down.

Spare no effort to capture Jeff. Davis and his Cabinet.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. J. CORNWELL,
*Commanding Sixth District, Mound City.*

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[Telegram.]

MOUND CITY, *April 28*, [*1865*].

SIR: The *Kate*, under your command, is hereby temporarily detached from the Eighth District, and you will immediately report with her to Lieutenant-Commander George Bacon for temporary duty in the Sixth District.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master THOMAS BURNS,
*Commanding U. S. S. Kate, Eighth District.*

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[Telegram.]

APRIL 28, [1865].

SIR: I want one fast gunboat, in good running order, sent down to me by to-morrow morning.

I prefer that you should not send the *St. Clair*.

If the *Brilliant* is there, send her; if not, send the most convenient one.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander ROBT. BOYD, Jr.,
*Commanding Ninth District.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Bacon, U. S. Navy, in connection with preventing the escape of Jefferson Davis and his Cabinet.*

FLAGSHIP TEMPEST,
*Mound City, April 28.*

SIR: I have transferred the *Kate* from the Eighth to the Sixth District for service during the present emergency.

When Mr. Davis is captured, or has certainly escaped, return here to the Eighth District, and report here yourself for court-martial duty.

Watch the Yazoo closely. The whole rebel party, Cabinet and escort, may seize some of the dozen trading steamers now up that river and attempt to cross the Mississippi in them.

Have the *Louisville* and the *Ozark*, when she gets down, ready to slip in the mouth of the Yazoo, and keep a tinclad underway night and day at a convenient distance ahead of them, and see that nothing escapes. Make the traders anchor in time, and search them well.

Offer small rewards to contrabands for information. Strain every nerve to catch the rebel leaders and their plunder. This last is perhaps prize money.

The capture of Jeff. Davis will secure the highest honor and reward to those who effect it.

See that the *Silver Lake* delivers Special Order No. 9 to each vessel as she goes down.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander GEO. BACON,
*Commanding Eighth District and U. S. S. Louisville.*

---

[Telegram.]

FLAGSHIP TEMPEST,
*Mound City, April 28, 1865.*

Send with dispatch the *Brilliant*, with (if practicable) two Mississippi pilots for temporary duty on that river. Reply when she will report here; is needed to-day or to-morrow morning.

Very respectfully,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander R. BOYD, Jr.,
*Commanding Ninth District, Paducah, Ky.*

---

[Telegram.]

FLAGSHIP TEMPEST,
*Mound City, April 28, 1865.*

Send with dispatch the *Abeona* or *Romeo*, whichever is most convenient, with two Mississippi pilots, if practicable, for temporary

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duty in that river; is needed to-day or to-morrow morning; reply when she will report.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

SENIOR NAVAL OFFICER,
*Smithland.*

---

*Order of Acting Rear-Admiral Lee, U. S. Navy, to the commanding officer of the U. S. S. Sibyl, to transfer certain guns to the U. S. S. Fairy.*

FLAGSHIP TEMPEST,
*Mound City, April 29, 1865.*

SIR: Turn over to the U. S. S. *Fairy* two Parrott rifles and two 24-pounder howitzers, with the equipments and ammunition for the same, complete.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

COMMANDING OFFICER OF U. S. S. SIBYL.

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[Telegram.]

MOUND CITY, *April 29, 1865.*
(Received 4:40 p. m.)

Department's telegram received last night. Wrote Department previously (yesterday) on subject. Have made good arrangement for capture of the fugitives.

S. P. LEE,
*Commanding.*

Hon. GIDEON WELLES.

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[Telegram.]

FLAGSHIP TEMPEST,
*Mound City, April 29, 1865.*

Waiting for *Brilliant.* Dispatch her and *Naumkeag* immediately, to report to me here.

Telegraph when they will leave and when they have left.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander BOYD,
*Paducah, Ky.*

---

[Telegram.]

FLAGSHIP TEMPEST,
*Mound City, April 29, 1865.*

Waiting for *Romeo.* Dispatch her and the *Springfield* or *Abeona,* whichever you can send first, to report to me here.

Telegraph when they will leave and when they have left.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

SENIOR NAVAL OFFICER,
*Smithland, Ky.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Baldwin, U. S. Navy, commanding U. S. S. Romeo, for duty in the Sixth District.*

FLAGSHIP TEMPEST,
*Mound City, April 29, 1865.*

SIR: Proceed with the *Romeo* under your command to the Sixth District and report to Lieutenant-Commander Bacon for duty.

Your attention is called to the enclosed Special Order No. 9. Be active and vigilant.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master THOS. BALDWIN,
*Commanding U. S. S. Romeo, Mound City.*

---

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Powell, U. S. Navy, commanding U. S. S. Ozark, for duty at the mouth of Yazoo River.*

FLAGSHIP TEMPEST, *April 29, 1865.*

SIR: Proceed to-day in tow of the U. S. S. *Ibex* to the mouth of the Yazoo River. Report by letter to Lieutenant-Commander Bacon for duty.

Enclosed is special order for your guidance. Be active and vigilant.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master JOHN POWELL,
*U. S. S. Ozark.*

P. S.—Turn over all persons not attached to and temporarily on board the *Ozark* to the *Victory*.

---

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Thompson, U. S. Navy, commanding U. S. S. Naumkeag, for duty in the Fifth District.*

FLAGSHIP TEMPEST,
*Mound City, April 29, 1865.*

SIR: Proceed with the *Naumkeag* under your command to the Fifth District and report to Lieutenant-Commander McCauley for duty.

Your attention is called to the enclosed last Special Order No. 9. Be active and vigilant.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master A. F. THOMPSON,
*Commanding U. S. S. Naumkeag, Mound City.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Hall, U. S. Navy, commanding U. S. S. Abeona, for duty in the Fourth District.*

FLAGSHIP TEMPEST,
*Mound City, April 29, 1865.*

SIR: Proceed with dispatch with the *Abeona* under your command to the Fourth District and report for duty to Lieutenant-Commander J. P. Foster.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master SAMUEL HALL,
*Commanding U. S. S. Abeona.*

---

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Hill, U. S. Navy, commanding U. S. S. Tyler, revoking previous order to the Third District.*

FLAGSHIP TEMPEST,
*Mound City, April 29, 1865.*

SIR: My order of 28th instant, assigning the *Tyler* to the Third Division, is hereby revoked, and you will proceed with her to the Sixth District and report for duty to Lieutenant-Commander George Bacon.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant F. S. HILL,
*Commanding U. S. S. Tyler.*

---

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Rice, U. S. Navy, commanding U. S. S. Brilliant, for duty in the Sixth District.*

FLAGSHIP TEMPEST,
*Mound City, April 29, 1865.*

SIR: Proceed with the *Brilliant* under your command to the Sixth District and report for duty to Lieutenant-Commander George Bacon. Enclosed is a copy of Special Order No. 9 for your guidance. Be active and vigilant.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

[Acting Master J. H. RICE, U. S. Navy,]
*Commanding U. S. S. Brilliant, Mound City.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Willits, U. S. Navy, commanding U. S. S. Victory, for duty in the Sixth District.*

FLAGSHIP TEMPEST,
*Mound City, April 29, 1865.*

SIR: Proceed with dispatch with the *Victory* to the Sixth District and report for duty to Lieutenant-Commander George Bacon. Enclosed is a copy of Special Order No. 9 for your guidance.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

COMMANDING OFFICER OF U. S. S. VICTORY,
*Mound City.*

---

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Howard, U. S. Navy, commanding U. S. S. Neosho, to proceed to Napoleon, Ark.*

FLAGSHIP TEMPEST,
*Mound City, April 29, 1865.*

SIR: Proceed with the *Neosho* to Napoleon, Ark. Report to Lieutenant-Commander George Bacon, commanding Sixth District, by letter, and expect further orders from me. Enclosed is a copy of Special Order No. 9 for your guidance.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant SAMUEL HOWARD,
*Commanding U. S. S. Neosho, Mound City.*

---

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Thompson, U. S. Navy, commanding U. S. S. Naumkeag, for duty in the Sixth District.*

FLAGSHIP TEMPEST,
*Mound City, April 29, 1865.*

SIR: My order of to-day is hereby revoked and you will proceed with the *Naumkeag* under your command to the Sixth District and report for duty to Lieutenant-Commander George Bacon.

Respectfully, yours, etc.,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

[Acting Master A. F. THOMPSON,]
*Commanding U. S. S. Naumkeag.*

[Endorsement.]

Recalled. *Naumkeag* remains in Fifth District.

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander May, U. S. Navy, commanding U. S. S. Ibex, for duty in the Sixth District.*

FLAGSHIP TEMPEST,
*Mound City, April 29, 1865.*

SIR: My order of to-day is hereby revoked, and you will proceed with the *Ibex* under your command to the Sixth District and report for duty to Lieutenant-Commander George Bacon.

Respectfully, yours, etc.,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

COMMANDING OFFICER OF U. S. S. IBEX.

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting proceedings of the court of enquiry on the loss of the U. S. S. Black Hawk.*

FLAGSHIP TEMPEST,
*Mound City, Ill., April 29, 1685.*

SIR: I enclose the proceedings of the court of enquiry in the case of the loss of the *Black Hawk.*

There are some inaccuracies in the testimony. The signal which I ordered Acting Ensign Calvert to make when I stopped him as he was running by me, was, "Ship is on fire; assistance wanted." The latter part he misunderstood or varied in the emergency.

There was no one seen aboard the *Black Hawk* when the *Tempest* shoved off from her. Three or four jumped from the *Black Hawk's* casemate to the *Tempest*, as the flames prevented them from getting out forward; of these, two fell into the water and both were saved.

When Lieutenant-Commander Cornwell went to the *Black Hawk* with the tugs, all the upper part of the vessel had burned and the flames no longer prevented boarding her on the bow. She was then dragging, owing to the action of the current on the wheels, which had fallen into the water.

Had this fire occurred at night, so rapid was the burning, I think the return would have been four saved instead of four lost.

The *Tempest*, fortunately, got alongside in time, as she was not at anchor, but alongside of the yard with steam up and about to move. She was in great danger of burning when leaving the *Black Hawk.*

I concur in the finding and opinion of the court.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Telegram.]

HEADQUARTERS SOUTHERN DIVISION OF LOUISIANA,
*New Orleans, La., April 29, 1865.*

GENERAL: It is reported to these headquarters that an attempt will be made by the rebel ram *Missouri* to get out of the Red River by

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the Atchafalaya during the present high water. Look out for her. Acknowledge receipt.

WICKHAM HOFFMAN,
*Major and Assistant Adjutant-General.*

Brigadier-General CAMERON,
*Commanding La Fourche District, Brashear City, La.*

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[Telegram.]

BRASHEAR, *April 29, 1865.*
(Received 4:50 p. m.)

Yours in regard to the rebel ram *Missouri* is received.

R. A. CAMERON,
*Brigadier-General, Commanding District.*

Major HOFFMAN,
*Asst. Adjutant-General, Southern Div. of Louisiana.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, showing the disposition of vessels of his command.*

FLAGSHIP TEMPEST,
*Mouth White River, May 1, 1865.*

SIR: The following is the present disposition of the vessels of this squadron:

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Tempest, flagship | 8 | Acting Volunteer Lieutenant W. G. Saltonstall. |

*First District, New Orleans to Donaldsonville, 75 miles, Lieutenant-Commander W. E. Fitzhugh, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Ouachita | 30 | Lieutenant-Commander W. E. Fitzhugh. |
| Alexandria | 2 | Acting Master D. P. Rosenmiller. |
| Argosy | 9 | Acting Master J. C. Morong. |

*Second District, Donaldsonville to Morganza, 100 miles, Lieutenant-Commander J. J. Cornwell, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Choctaw | 8 | Lieutenant-Commander J. J. Cornwell. |
| General Price | 4 | Acting Volunteer Lieutenant W. R. Wells. |
| Nymph | 8 | Acting Master P. Donnelly. |
| Naiad | 7 | Acting Master H. T. Keene. |
| Ivy, tug | ..... | Acting Ensign Perry C. Wright. |

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*Third District, Morganza to Red River, 25 miles, Lieutenant-Commander E. C. Grafton, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Manhattan | 2 | Lieutenant-Commander E. C. Grafton. |
| Tennessee | 6 | Lieutenant-Commander E. P. Lull. |
| Fort Hindman | 8 | Acting Volunteer Lieutenant Jno. Pearce. |
| Gazelle | 6 | Acting Master W. T. Powers. |
| Silver Lake | 6 | Acting Master J. C. Coyle. |
| Collier | 9 | Acting Master J. F. Reed. |
| Hyacinth, tug | ..... | Acting Ensign J. B. Hiserman. |
| Dahlia, tug | ..... | |

*Fourth District, Red River to Natchez, 70 miles, Lieutenant-Commander J. P. Foster, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Lafayette | 9 | Lieutenant-Commander J. P. Foster. |
| Chillicothe | 3 | Acting Volunteer Lieutenant George P. Lord. |
| Kenwood | 7 | Acting Volunteer Lieutenant Jno. Swaney. |
| General Bragg | 3 | Acting Volunteer Lieutenant C. Dominy. |
| Neosho | 2 | Acting Volunteer Lieutenant Saml. Howard. |
| Perl | 8 | Acting Master Thos. M. Farrell. |
| Champion | 5 | Acting Ensign Thos. Divine. |
| Little Rebel | 4 | Acting Ensign J. B. Pettey. |

*Fifth District, Natchez to Vicksburg, 125 miles, Lieutenant-Commander E. Y. McCauley, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Benton | 13 | Lieutenant-Commander E. Y. McCauley. |
| Avenger | 7 | Acting Volunteer Lieutenant Charles A. Wright. |
| Forest Rose | 8 | Acting Volunteer Lieutenant A. N. Gould. |
| Mound City | 9 | Acting Volunteer Lieutenant G. W. D. Patterson. |
| Lexington | 10 | Acting Volunteer Lieutenant William Flye. |
| Springfield | 12 | Acting Master Edm. Morgan. |
| Carnage | 9 | Acting Master William Nell. |
| Oriole | 9 | Acting Master Edward Alford. |
| Romeo | 6 | Acting Master Thomas Baldwin. |
| Naumkeag | 7 | Acting Master A. F. Thompson. |
| Fern, tug | ..... | Acting Ensign John M. Kelly. |

*Sixth District, Vicksburg to Arkansas River, 210 miles, Lieutenant-Commander George Bacon, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Louisville | 7 | Lieutenant-Commander George Bacon. |
| Ibex | 8 | Lieutenant-Commander R. L. May. |
| Vindicator | 13 | Acting Volunteer Lieutenant-Commander W. R. Hoel. |
| Juliet | 6 | Acting Volunteer Lieutenant T. B. Gregory. |
| Tyler | 14 | Acting Volunteer Lieutenant Frederick S. Hill. |
| Ozark | 7 | Acting Master John Powell. |
| Brilliant | 6 | Acting Master J. H. Rice. |
| Colossus | 7 | Acting Master F. G. Sampson. |
| Marmora | 8 | Acting Master Thomas Gibson. |
| Kate | 9 | Acting Master Thomas Burns. |
| Victory | 6 | Acting Master N. B. Willits. |
| Laurel, tug | ..... | Acting Ensign W. R. Owens. |

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*Seventh District, Arkansas River to Memphis, 190 miles, Lieutenant-Commander J. G. Mitchell, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Grossbeak | 8 | Acting Volunteer Lieutenant J. W. Atkinson. |
| Exchange | 7 | Acting Volunteer Lieutenant J. C. Gipson. |
| Fawn | 8 | Acting Master John R. Grace. |
| Cricket | 7 | Acting Master M. J. Cronin. |
| Silver Cloud | 7 | Acting Master W. Ferguson. |

*Eighth District, Memphis to Mound City, 260 miles, Commander A. Bryson, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Fairy | 8 | Acting Volunteer Lieutenant F. S. Wells. |
| Essex | 12 | Acting Volunteer Lieutenant John C. Parker. |
| Hastings | 9 | Acting Volunteer Lieutenant J. [S.] Watson. |
| Huntress | 6 | Acting Master H. E. Bartlett. |
| Mist | 7 | Acting Master W. E. H. Fentress. |
| Siren | 8 | Acting Master James Fitzpatrick. |
| Robb | 4 | Acting Ensign James Tuohy. |

*Ninth District, Mound City to Mussel Shoals, Tennessee River, Lieutenant-Commander R. Boyd, jr., commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Peosta | 15 | Acting Volunteer Lieutenant T. A. Harris. |
| Carondelet | 7 | Acting Volunteer Lieutenant John Rogers. |
| St. Clair | 6 | Acting Volunteer Lieutenant J. A. French. |
| Paw Paw | 8 | Acting Master M. V. B. Haines. |
| Fairplay | 8 | Acting Master G. J. Groves. |
| Tensas | 2 | Second-class Pilot E. C. Van Pelt. |

*Tenth District, Cumberland River and upper Ohio, Lieutenant-Commander Le Roy Fitch, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Moose | 10 | Lieutenant-Commander Le Roy Fitch. |
| Aboona | 9 | Acting Master Samuel Hall. |

*Eleventh District, above Mussel Shoals, Tennessee River, Lieutenant Moreau Forrest, commanding.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| General Burnside | 5 | Lieutenant Moreau Forrest. |
| General Grant | 5 | Acting Master Jos. Watson. |
| General Sherman | 5 | Acting Master J. W. Morehead. |
| General Thomas | 5 | Acting Master Gilbert Morton. |

*Receiving ship.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Grampus | ..... | Acting Ensign C. W. Litherbury. |

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*On special duty.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| Curlew | 8 | Acting Master M. Hickey. |

*Transports, dispatch boats, etc., headquarters, Mound City.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| General Pillow, guard boat to magazine boat. | 2 | Acting Ensign F. W. Halsted. |
| Red Rover, hospital | 1 | Acting Ensign Charles King. |
| Genl. Lyon, dispatch and supply vessel. | 3 | First-class Pilot R. E. Birch. |
| Brown | 2 | First-class Pilot J[efferson] A. French. |
| Reindeer, dispatch and supply vessel. | 8 | Acting Ensign J. M. Farmer. |

*Vessels repairing and fitting at navy yard, Mound City.*

| Name of vessel. | Number of guns. | Commanding officer. |
|---|---|---|
| New Era | 6 | Acting Master A. C. Sears. |
| Prairie Bird | 8 | Acting Master Thomas McElroy. |
| Pittsburg | 8 | Acting Volunteer Lieutenant Edward Morgan. |
| Tuscumbia, dismantled | | |
| Indianola, dismantled | | |
| Judge Torrence | 2 | Acting Master J. Irwin. |
| Daisy, tug | | Mate J. Graham. |
| Thistle, tug | | Acting Ensign R. J. Eltringham. |
| Myrtle, tug | | Acting Ensign I. N. Goldsmith. |
| Sibyl | | Acting Master C. Swendson. |
| Samson | | |

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Telegram.]

MOUND CITY, *May 1, 1865.*
(Received 11:40 p. m.)

Telegrams from Department just received. Will send them to Admiral Lee by *General Lyon.* She leaves to-morrow. Flagship left here Saturday night.

A. BRYSON.

G. WELLES, *Secretary.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Powell, U. S. Navy, commanding U. S. S. Ozark, for duty off White River.*

FLAGSHIP TEMPEST,
*White River, May 1, 1865.*

SIR: My orders directing you to report to Lieutenant-Commander Bacon are hereby suspended, and you will report to Lieutenant-

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Commander Mitchell for temporary duty at the mouth of White River.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

COMMANDING OFFICER of U. S. S. OZARK.

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[Telegram.]

NASHVILLE, TENN., *May 1, 1865.*

In accordance with your instructions of 1 p. m. yesterday, I have directed all my local commanders to send under flag of truce a summons to all bands of armed men operating near their commands, or who may be nearer to them than to any other Federal command, to come in and surrender on the same terms made by Lee and Johnston.

On the 27th I directed Generals Stoneman, Wilson, and Steedman to send out scouts and ascertain, if possible, the route Jeff. Davis had taken, and be prepared to pursue him on the first information of his whereabouts and use every exertion to capture him. I also gave the same instructions to Generals Granger, Hatch, and Washburn on the 28th, and informed Major-General Canby and Admiral Lee that it was reported that Davis was endeavoring to escape across the Mississippi, that they might make arrangements for his capture. * * *.

GEO. H. THOMAS,
*Major-General, U. S. Army.*

Lieutenant-General U. S. GRANT,
*Washington, D. C.*

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*Letter from Major-General Dana, U. S. Army, to Acting Volunteer Lieutenant-Commander Hoel, U. S. Navy, regarding measures for preventing the escape of Jefferson Davis.*

HEADQUARTERS DEPARTMENT OF MISSISSIPPI,
*Vicksburg, Miss., May 1, 1865.*

I have the honor herewith to enclose a copy of a telegram this moment received from Major-General Thomas, informing me of the intended crossing of Jeff. Davis toward Texas with his coconspirators and their plunder. It appears to me hardly possible, on account of the very great overflow, that he can cross at any point above here, except by seizing one or more of the cotton-trading boats now up the Yazoo River and running out of that stream. Should you know of any point on the river where he could approach between here and Friar's Point, I could send a detachment of infantry there. It appears to me of the greatest importance that the river should be actively patrolled, the mouth of the Yazoo strongly guarded, and cotton boats carefully examined, and that every cotton-trading boat within your district should be required for the present to lie closely under your guns. It is in the power of Jeff. Davis treacherously to

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seize several small boats now up the Yazoo, load them with his dismounted cavalry or other troops, and run down that river, with the view of surprising and capturing, by boarding, any one gunboat there. This being the case, I hope you will pardon the liberty I take in suggesting that the *Louisville* and at least one other gunboat be stationed there, using every possible precaution against a daring attempt at surprise. I have no cavalry to aid your efforts, having ordered half of all I have to the vicinity of Rodney and Bruinsburg and the other half below Natchez, but where infantry will answer I can send it.

I am, very respectfully,

N. J. T. DANA,
*Major-General.*

Lieutenant-Commander WILLIAM R. HOEL,
*Commanding Naval District, U. S. S. Vindicator.*

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*Letter from Major-General Dana, U. S. Army, to Lieutenant-Commander Bacon, U. S. Navy, urging the delivery of confidential dispatch.*

HEADQUARTERS DEPARTMENT OF MISSISSIPPI,
*Vicksburg, Miss., May 1, 1865.*

The U. S. S. *Vindicator* having left for up river most unexpectedly to me, and it being of the utmost importance that I should immediately communicate with the officer commanding the district, I enclose a confidential dispatch for him, which I beg you will place in his hands with as little delay as practicable. In view of the importance of the matter and of the danger of hazard by delay, I enclose also for your information a copy of my dispatch * to Lieutenant-Commander Hoel, and I request, unless your orders positively prohibit it, that you will move your vessel to the mouth of the Yazoo until you receive orders from Lieutenant Hoel.

Very respectfully,

N. J. T. DANA,
*Major-General.*

Lieutenant-Commander BACON,
*Commanding U. S. S. Louisville.*

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*Order of Major-General Dana, U. S. Army, to Brigadier-General Davidson, U. S. Army, suggesting measures for preventing the escape of Jefferson Davis.*

HEADQUARTERS DEPARTMENT OF MISSISSIPPI,
*Vicksburg, Miss., May 1, 1865.*

I enclose for your information a copy of a telegram from Major-General Thomas, just received here. It would appear most likely that Jeff. Davis might attempt to cross in the vicinity of Grand Gulf, Rodney, or Bruinsburg, or in that of Jackson's Point, or Fort Adams, or Tunica Bend. You have already a garrison at Rodney, and I shall now send to that vicinity, to land at Bruinsburg, all the

* See foregoing letter.



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mounted men I have here (about 400) and some dismounted cavalry. The latter will probably proceed up Bayou Pierre to Port Gibson, and the former will make a circuit to the rear of that place, with a view also of capturing Captain Glenney, the naval traitor, who is there. Brigadier-General E. D. Osband has this moment reported here with 450 men of his regiment from Memphis for the same duty. I send him to you, to be used to intercept Jeff. His service in this department is only temporary. It appears most important that the navy should patrol actively, and especially that Captain McCauley should carefully guard the mouth of Bayou Pierre, as there are one or two cotton boats up there which Jeff. might seize and attempt to run out with a guard of his cavalry dismounted. I think that McCauley ought to require for the present that every cotton-trading boat in his district should lie closely under his guns. A gunboat ought also to guard the mouth of the Big Black, as there is a small canal propeller belonging to Mr. William Butler up there. Osband will leave here at midnight to-night.

Respectfully,

N. J. T. DANA,
*Major-General.*

Brigadier-General J. W. DAVIDSON,
*Commanding District of Natchez.*

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*Letter from Brigadier-General Davidson, U. S. Army, to Lieutenant-Commander McCauley, U. S. Navy, in view of probable attack upon Rodney, Miss.*

HEADQUARTERS DISTRICT OF NATCHEZ, *May 2, 1865.*

CAPTAIN: I have just heard from fair authority that it is probable that the post of Rodney will be attacked. I ask that a gunboat may be ordered to anchor there during the night, and, in case of artillery firing, the nearest patrol boat repair there by day.

I am, sir, your obedient servant,

J. W. DAVIDSON,
*Brigadier-General.*

Captain E. Y. MCCAULEY,
*Commanding Fifth Naval District.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Baldwin, U. S. Navy, commanding U. S. S. Romeo.*

FLAGSHIP TEMPEST,
*Vicksburg, May 2, 1865.*

SIR: The *Romeo* is hereby detached from the Sixth District, and you will proceed with her to the Fifth District and report for duty to Lieutenant-Commander E. Y. McCauley.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master THOS. BALDWIN,
*Commanding U. S. S. Romeo, Vicksburg.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Morgan, U. S. Navy, commanding U. S. S. Neosho.*

FLAGSHIP TEMPEST,
*Vicksburg, May 2, 1865.*

SIR: Proceed with the *Neosho* under your command to Ellis Cliffs and report by letter to Lieutenant-Commander J. P. Foster, commanding Fourth District.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant E. MORGAN,
*Commanding U. S. S. Neosho.*

---

*Report of Acting Master Farrell, U. S. Navy, commanding U. S. S. Peri, regarding a reconnoissance between Black Hawk and Union Point, La.*

U. S. GUNBOAT PERI,
*Off Palmetto Point, May 2, 1865.*

SIR: I have the honor to report that I relieved the U. S. S. *General Bragg* on this station last evening, and this morning, while making a reconnoissance on the western shore between Black Hawk and Union Points, we fell in with half a dozen rebels in skiffs at two different places on the backwater and, on their refusal to surrender, we captured one of them belonging to Harrison's rebel brigade, and, from what I have heard, wounded two others, one of whom was the notorious rebel ferryman, Walker, who figured about this neighborhood when I last had this station.

I am, very respectfully, your obedient servant,

THOMAS M. FARRELL,
*Acting Master, Commanding.*

Lieutenant-Commander JAMES P. FOSTER, U. S. Navy,
*Commanding Fourth District Mississippi Squadron.*

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*Instructions of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Bacon, U. S. Navy, for preventing the escape of Jefferson Davis.*

FLAGSHIP TEMPEST,
*Vicksburg, May 2, 1865.*

SIR: The following vessels are assigned to the Sixth District: *Louisville*, *Vindicator*, *Juliet*, *Marmora*, *Colossus*, *Laurel* (tug), *Kate*, *Brilliant*, *Victory*, *Tyler* and *Ibex*.

Station the *Louisville* at Steele's Bayou, Yazoo River. Keep a tinclad underway a mile above her, and the armed tug underway half a mile above the tinclad. The *Louisville* will be ready to slip or to fire on the instant. Take care that Jeff. Davis, with an armed party, does not make a rush down the Yazoo in captured steamboats. Let nothing pass the upper picket boat without bringing her to, and search thoroughly every vessel coming down the Yazoo for dis-

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guised rebel officials and leaders and their treasure. Assign this duty to your most intelligent and trustworthy officers. It is desirable not to show the running lights, but to have them under cover, with a good lookout by each, ready to expose them instantly, if needed. Show no other lights from any part of the vessels. Put out all other lights at sunset, except those in lanterns with covers. Station plenty of lookouts and require the officer of the deck to visit them every half hour and secure their vigilance. Have the battery cast loose and provided at sunset, and the lights ready to bring out, if needed. I will approve of your putting a guard, say, of one reliable officer and six armed men, with rations, on board of each small local cotton and supply trader, to prevent its being seized to ferry over Jeff. Davis and his Cabinet, at the same time to get information and endeavor to intercept them.

It might be well for gunboats on their beats to follow transports at a judicious distance, and at times to turn unexpectedly and go back; also to drop armed boats at certain places. Hold out to the officers and men the encouragement of promotion and reward for the capture of Jeff. Davis and Cabinet, which would be the great finishing blow to the war. I enclose you a copy of some notes by Pilot Scott; some of his observations seem to be very good. I hope your arrangements will be made with dispatch. The vessels in the Yazoo should be commanded by bold and clear-headed men. These instructions are subject to such modifications as your local experience may suggest. General Hodge, late Assistant Secretary of War, and a close friend of Jeff. Davis, commands at Jackson or Grenada, [Mississippi], and protests to General Dana that his principal will not abandon the country. Watch all the closer for this piece of sentimentality.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander GEO. BACON,
*Commanding Sixth District, Vicksburg.*

[Enclosure.]

FLAGSHIP, MISSISSIPPI SQUADRON, *April 29, 1865.*

If the enemy has boats, as reported, he will make for Greenwood, at the head of the Yazoo River, or that vicinity, and endeavor to cross in the neighborhood of Greenville or Lake Providence, as he can avail himself of the high water and the network of bayous on both sides of the river—on the east side, stretching to the Yazoo, 40 miles, and on the west, to the Washita, some 90 miles—all of which derive their supply from the Mississippi and all head close to it; and, indeed, most of them can be entered from the Mississippi at high water, and are navigable from their mouth to within a close distance of it, some, too, in sight of it. The swamps a little way back, on either side, will afford them concealment; and, as the river is so crooked, they could take advantage and cross in sight of our guard boat with perfect impunity.

If they come closer to Vicksburg, they would be in danger of being seen by scouts from that post, and the same result would be

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likely if they went nearer Memphis. Above the last-named point, our forces are now building to Corinth, and will effectually prevent any crossing above that point. Below Vicksburg, the scouts from that place guard the country to the Big Black, and, if they cross above Natchez, it will be between Grand Gulf and the foot of Fairchild's Island, 12 miles above Natchez. From Natchez down, the danger of crossing begins at Ellis Cliffs, and is continued to Morganza or Bayou Sara, by boats from the west side, but there is little danger of bringing boats from the Alabama or 'Bigbee.

At the present stage of water, a cutter can go almost in any direction from the head of the Yazoo Pass to Vicksburg, from the bluffs on the east or southeast side of the Yazoo to the Bayou Maçon hills on the west of the Mississippi.

CHARLES M. SCOTT,
*Mississippi Pilot.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Mitchell, U. S. Navy, for a careful watch between Yazoo Pass and White River.*

FLAGSHIP TEMPEST,
*Vicksburg, May 2, 1865.*

SIR: By the Coast-Survey map of 1864 of northern Mississippi and Alabama, there appears to be—and I hear there is at this stage of water—water communication for light-draft steamers from Yazoo City and Grenada to Yazoo Pass, and possibly to Horn Lake. There are about a dozen trading steamers, some of them quite small, up the Yazoo and its tributaries. Jeff. Davis and party might seize some of these steamers, all which have small Confederate guards on board of them, and attempt to escape by water at Yazoo Pass. Take good care of the river between Yazoo Pass and White River. Sunflower is perhaps a point to look out for, on account of its proximate distance to inland navigable streams at this stage. A cotton dealer tells me that he has heard from several sources that Kirby Smith has gone into Missouri with some troops. If so, it may have some connection with Jeff. Davis's movement, either as cover or blind. The *Robb* will take this to you on her way up; do not let her be detained.

Respectfully. yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. G. MITCHELL,
*Commanding Seventh District.*

P. S.—It will be well if practicable to lower your running lights and have them under cover, with a good lookout by each, ready to expose them instantly if needed. Show no other lights from any part of the vessel; put all out at sunset, except those in lanterns with covers. Have plenty of lookouts stationed, and let the officer of the deck visit them every half hour, to encourage their vigilance. Have the battery cast loose and provided at sunset, and lights ready to bring out if needed. The vessels can, with management, keep underway and be vigilant, and yet not waste their coal.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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*Instructions from Acting Rear-Admiral Lee, U. S. Navy, to district commanders, for preventing the escape of Jefferson Davis.*

FLAGSHIP TEMPEST,
*Near Rodney, May 2, 1865.*

SIR: The following vessels are assigned to the Fifth District: *Benton, Avenger, Forest Rose, Mound City, Argosy* (or *Alexandria*), *Gamage, Oriole, Romeo, Naumkeag*, and tug *Fern*. It is desirable that the vessels should keep their running lights lowered and under cover, with a good lookout by each, ready to expose them instantly, if necessary. Show no other lights from any part of the vessel, and put all out at sunset except those in lanterns with covers. Station plenty of lookouts, and require the officer of the deck to visit them every half hour and secure their vigilance. Have the battery cast loose and provided at sunset, and the lights ready to bring out if needed. I will approve of your putting a guard, say, of one reliable officer and six armed men, with rations on each small local cutter and supply trader, to prevent its being seized to ferry over Jeff. Davis and his Cabinet, and at the same time to get information and endeavor to intercept them. Search carefully all trading steamers coming out of rivers and bayous on the east side of the Mississippi. It might be well for gunboats on their beats to follow transports at a judicious distance, and, at times, to turn unexpectedly and go back; also to drop armed boats at certain places. Hold out to officers and men the encouragement of promotion and reward for the capture of Jeff. Davis and Cabinet, which would be the great finishing blow to the war. Dispose of your vessels and boats to the utmost advantage, making every effort to capture the rebel Government and other officials and leaders. The military operations will facilitate yours, and the combination of army and navy means between Vicksburg and Natchez promises most favorable results. Make the disposition for your district as soon as possible.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander E. Y. MCCAULEY,
*Commanding Fifth District.*

[Instructions of approximate date and like tenor to Lieutenant-Commander E. C. Grafton, commanding Third District, assigning the following vessels: *Manhattan, Tennessee, Fort Hindman, Gazelle, Collier, Silver Lake;* tugs *Hyacinth* and *Dahlia*. Also to Lieutenant-Commander J. P. Foster, commanding Fourth District, assigning the following vessels: *Lafayette, Chillicothe, Linwood, Champion, Para, Little Rebel, Neosho, General Bragg*.]

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Herron, U. S. Army, regarding measures for the capture of Jefferson Davis.*

FLAGSHIP TEMPEST,
*Baton Rouge, May 3, 1865.*

GENERAL: I beg leave to say to you that no steamers should be allowed under the present emergency, and until the escape or capture of Jeff. Davis is determined, to land between Baton Rouge and

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Helena, except at military posts or to communicate with gunboats. I respectfully request that the military authorities will regulate their permits accordingly, and I will with all convenient dispatch give corresponding instructions to the gunboats. Permit me to suggest the advantage to be derived from having a large cavalry scout of the country from Baton Rouge as far north as your means will allow, with a view to capture Jeff. Davis and his Cabinet and other rebel leaders. It would be very well, too, to encourage, by the hope of reward, the colored people and other well-disposed persons to give information promptly. I will thank you to communicate promptly, by sending a messenger on a steamboat, any useful information you may receive to the gunboats.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

General HERRON,
*Commanding at Baton Rouge.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Grafton, U. S. Navy, regarding measures for preventing the seizure of small trading steamers for use of Jefferson Davis.*

FLAGSHIP TEMPEST,
*Mouth of Red River, May 3, 1865.*

SIR: The authority I have given you to put an officer and six men with rations as a guard upon small local trading steamers within your district, to prevent their being seized by the enemy to transport Jeff. Davis, his Cabinet, and the rebel leaders across the Mississippi, is intended as a precautionary measure for the present emergency only, and is designed for the protection of the public interest and of those small craft under their present exposure. It is not intended to create any claim on their part for compensation, and unless they each expressly and in writing cheerfully assent to this arrangement without making any such claim, your course will be to send them out of the district immediately to such convenient military post as they may select, with written directions not to come within the naval lines of your district until this emergency is over, when they will be formally permitted by you to resume their occupation.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander E. C. GRAFTON,
*Commanding Third District.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Grafton, U. S. Navy, suggesting the protection of flag-of-truce boats from seizure for the use of Jefferson Davis.*

FLAGSHIP TEMPEST,
*Above Baton Rouge, May 3, 1865—9:30 p. m.*

SIR: Since I left you this afternoon, it has occurred to me as possible that the flag-of-truce boats at Hog Point might receive, secrete, and convoy Jeff. Davis, his Cabinet and plunder, and perhaps other

leaders up Red River. I think it would be well to have them examined and to move them up from Hog Point to the mouth of Red River, where they can be kept under surveillance. If Mr. Davis gets west of the Mississippi, he will produce great embarrassment. Suggest this to Colonel Sprague, show him this letter, and counsel with him on this matter. My judgment assures me that a decided course will produce the best effects, but I do not wish to embarrass Colonel Sprague.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander E. C. GRAFTON,
*Commanding Third District.*

P. S.—It might answer if the *Lexington* were instructed to keep a close surveillance over the flag-of-truce boat, and permit no communication from the land nor by water at night. My sole object is to take such prudent, watchful, and justifiable measures as will prevent the escape of Jeff. Davis.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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*Report of Acting Master Bartlett, U. S. Navy, commanding U. S. S. Huntress, regarding seizure of cotton.*

U. S. S. HUNTRESS,
*Memphis, Tenn., May 3, 1865.*

SIR: I respectfully submit the following report, viz:

On the 27th ultimo Samuel B. Lanier, a planter living in the bend of Island No. 34, Arkansas, informed me that there was at his place a lot of 5 bales of cotton, a portion of his crop seized by the agent of the rebel Government for taxes on his plantation, and that he did not dare to dispose of it on his own account. I deemed it my duty to seize the cotton for the U. S. Government, which I did, and I have this day turned it over to the surveyor of customs at Memphis, as per your verbal order.

I enclose herewith a copy of receipt for the same.

I am, sir, very respectfully, your obedient servant,

H. E. BARTLETT,
*Acting Master, Commanding.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander McCauley, U. S. Navy, regarding the U. S. S. Abeona.*

FLAGSHIP TEMPEST,
*Mouth of Red River, May 3, 1864.*

SIR: Retain the *Abeona* in the Fifth District, instead of the *Argosy*, which will remain in the First.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander E. Y. MCCAULEY,
*Commanding Fifth District.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Grafton, U. S. Navy, regarding the U. S. S. Lexington.*

FLAGSHIP TEMPEST,
*Mouth Red River, May 3, 1865.*

SIR: As soon as Colonel Sprague leaves the *Lexington* to go up Red River, proceed with her to the Fifth District and report for duty to Lieutenant-Commander E. Y. McCauley.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander GRAFTON,
*Commanding U. S. S. Lexington, off Red River.*

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*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, for the reduction of the squadron under his command.*

NAVY DEPARTMENT, *May 3, 1865.*

SIR: It is proposed to reduce the squadron under your command to 25 vessels, and you will make preparations with that view. You can select such vessels as promise to be most useful on the Western waters, and furnish the Department with the names of them.

It is important that the expenses of the squadron should be reduced in all matters to the lowest possible point. You are authorized to approve the resignation of all officers who wish to leave the service, excepting a sufficient number to officer the 25 vessels to be retained.

The vessels belonging to the Army or Quartermaster's Department in use in your squadron will be dismantled of naval property and turned over to them.

Very respectfully, etc.,

G. WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

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*Report of Lieutenant-Commander Fitch, U. S. Navy, transmitting report of the interception of party of Confederates by the U. S. S. Moose in Cumberland River.*

U. S. S. MOOSE,
*Ohio River, May 4, 1865.*

SIR: I have the honor to enclose herein report of Acting Master Coulson, in regard to the recent operations of the *Moose* on the Cumberland River.

After a close investigation, I find that two of the prisoners were citizens, pressed by the guerrillas as guides. These two have been released; also one mule belonging to one of them. The other prisoners are yet on board, and will be held, subject to your orders. The horses are at Smithland, Ky., subject to further orders.

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The guerrilla party intercepted by Acting Master Coulson numbered about 150, and were completely dispersed or cut off from their purpose. Those that were left on the left bank of the river recrossed the Tennessee, and those who had reached the right bank and escaped us were afterwards captured by some of our land forces.

The movement on the part of Acting Master Coulson was a complete surprise to them, and so well carried out as to result in the entire demoralization and rout of the party, for which the officers and men of the vessel deserve much credit.

Very respectfully, your obedient servant,

LE ROY FITCH,
*Lieut. Comdr., Comdg. Tenth Dist. Mississippi Squadron.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

[Enclosure.]

U. S. S. MOOSE,
*Off Eddyville, Ky., Cumberland River, April 29, 1865.*

SIR; I have the honor to report that this morning, while lying at the Tennessee Rolling Mills, I received information from Acting Master Hall, of the U. S. S. *Abeona*, that 16 guerrillas had been reported at Center Furnace (about 2 miles from the river) at 6 a. m.

About 11 a. m. a courier arrived, bringing the information that there were 150 of the enemy and that they were moving toward Eddyville, with the intention of crossing the river and burning the town. I immediately got underway with this vessel and started down the river.

Noticed nothing unusual until just at the head of Big Eddy, where, on rounding the point, I discovered a large body of armed men on shore and two boats full just shoving off, who, on sight of the vessel, commenced jumping overboard. The engines were stopped and backed immediately. At the same time I fired the forward gun on the upper deck and ordered the use of small arms, which was done effectually, as but very few of the two boat loads reached the shore, being either shot or drowned. Thinking that more might be accomplished by landing the small-arms men, they were sent ashore and succeeded in killing 4 and wounding 4 others, besides capturing 6, making a total of about 20 killed and wounded. We also captured 19 horses and 3 mules, with the saddles, bridles, and accoutrements, and a few revolvers.

The prisoners and horses are now on board this vessel. They were completely taken by surprise and offered but little resistance.

From the most reliable information I could obtain, there were between 150 and 200 of them, armed mostly with revolvers only, commanded by Major Hopkins, of Buford's command, C. S. Army.

About 60 of this force, with the major, are now on the north side of the Cumberland.

Not deeming it prudent to pursue them too far, the people were recalled, the prisoners, horses, and plunder taken on board, and, proceeding down to Eddyville, I apprised the commander of our forces there of the enemy's crossing.

It gives me pleasure to mention the eagerness and alacrity displayed by both officers and men to capture or disperse this gang of

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rebels. To Mr. Rowley, the pilot on watch at the time, great praise is due for his coolness and quick handling of the vessel, which assisted greatly to our success.

I shall continue to cruise in this vicinity, keeping a good lookout for them, and convoying transports by dangerous places.

I am, very respectfully, your obedient servant,

W. C. COULSON,
*Acting Master and Executive Officer, Commanding pro tem.*

Lieutenant-Commander LE ROY FITCH,
*Comdg. Tenth Dist. Miss. Sqdn., Mound City, Ill.*

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*Report of Acting Master Fentress, U. S. Navy, commanding U. S. S. Mist, regarding the general movements of that vessel, giving information obtained.*

U. S. S. MIST,
*Off Barfield's Point, [Ark.], May 4, 1865.*

SIR: I have the honor to forward to you a report of the general movements of this vessel, and also communicate what information may have come to my knowledge since my receipt of your order stationing me here. I continue to cruise from Osceola to Gayoso Landing; making my trips down and back, occupy about seven days. I keep generally under easy steam, and anchor but a very short time at any one place. One of the most important places on my beat is the mouth of the Obion River. Quantities of supplies are landed there, and some cotton is shipped from there almost every week (in small quantities, however). Steamers will not risk landing at that point without my protection, and I am frequently towed from Osceola to Hale's Point by them for that purpose. I find the persons living along my station very well disposed, and all anxious to afford any aid in killing or capturing any strolling band of thieves who may wish to annoy the inhabitants or interfere with the commerce of this river. On the Arkansas shore great apprehension is entertained by the inhabitants of raids being made upon them by parties from the back country as soon as the river falls sufficiently for them to travel. Mr. William Carr, of Barfield's Point, a well-known Union man, has an organization composed of a few gentlemen who have been of the greatest protection to this vicinity. He has captured and killed 7 of these villains during the past two weeks. In fact, on Sunday last, a desperate fellow paid the debt of nature, having escaped and being pursued 4 miles up the Obion by a party of Mr. C's. I afford all assistance in my power to capture these men whenever I am called upon.

Several gangs of these desperadoes are in this vicinity. One, composed of 75 men, well armed and mounted, and commanded by a Captain Lee, formerly of the Tenth New Jersey Volunteers (U. S.) These are up the Obion, and on the 21st day of April last they boarded the steamer *Panola* (a small trading steamer that gathers cotton up those rivers), and after searching her, and finding no money or supplies, allowed her to proceed. I have gathered these particulars from the owner of the steamer, Mr. Edington, of Osceola, and can rely upon his statement. On the Arkansas side there is a

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more formidable gang composed of 190 desperate fellows and led by one Bowlen. They commit great depredations through the country, and have been upon the river about a year. From a deserter Mr. Carr gathers the following particulars, which I think it my duty to forward to you: "They have no artillery, are well mounted and equipped. The band is composed of deserters from Price's army, and are banditti, robbing both sides." I know of no other force within the limits of my beat. From what I can learn, when the river falls it will be rather unsafe for steamers to wood and land on the Arkansas shore without protection.

I coal at New Madrid from the barges there, and have the barges attended to and pumped out while I stay.

Since the removal of the *Kate, No. 55*, I have taken the liberty of extending my cruising to near New Madrid, thinking that I would please you.

I am happy to inform you that I have succeeded in repairing the rudders of this vessel, and would most respectfully recommend to your notice the improvement that I have made upon them, should any vessel in your division be troubled as I was with the same kind of rudder.

Hoping, sir, that you will excuse this long report, and also that you will pardon me for not communicating with you more frequently,

I have the honor, sir, to be your most obedient servant,

WALTER E. H. FENTRESS,
*Acting Master, Commanding U. S. S. Mist.*

Commander A. BRYSON, U. S. Navy,
*Commanding Eighth District Mississippi Squadron.*

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*Report of Acting Volunteer Lieutenant Patterson, U. S. Navy, commanding U. S. S. Mound City, regarding an expedition up the Big Black River, May 4.*

U. S. S. MOUND CITY,
*Off Grand Gulf, May 8, 1865.*

SIR: I have the honor to report that on the morning of the 4th instant I started up Big Black River at 4:30 a. m., proceeding up the river slowly and cautiously. I encountered no serious difficulties, though the river was quite narrow and the bends short. At 4 p. m. I landed at the plantation of Monroe Harris, on the west bank, and learned I was 6 miles from Baldwin's Ferry by land. At 5 started on up the river and ran until 8 p. m., when I made fast to the trees, the whole country around being overflowed and swampy. I then manned two boats and sent them on up the river, with orders to pull up five hours, and if they did not reach the Black River Bridge at the end of that time, to return. After proceeding about 3 miles they encountered a heavy current and thought it prudent to return. At 4 a. m. on the following morning I started on up the river, the difficulties of the stream rendering my progress very slow. At 11 a. m. I stopped at a bluff on the east bank to kill some beef. Took a division of small arms and went on shore with them myself. Immediately after the report of the rifle that was fired at the beef, one of my men reported some darkies on the brow of the hill some 300

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yards distant; turned and saw they were white men, dressed in gray, and armed. I gave the order, "Forward," when I immediately saw some 15 or 20 mounted men going at a full gallop up the hill. I gave them a volley and fired with a Spencer at them until they had gone over the brow of a hill. I dragged my beef on board, and fired two shots from the howitzer at them over the hill, on reaching the ship. Cast loose immediately and stood on up the river. At 1 p. m. encountered a drift, ran over it, and, unshipping my rudder, had to stop about half an hour to reship it, and then stood on. At 5 p. m. encountered a drift about 100 or 150 feet through. I did not think it advisable to try, or possible, to get through, so, consulting the pilot, whose opinion coincided with mine, I concluded, though loath, to return. Dropped down the river, stern first, until I found a suitable place to turn around. As I approached Baldwin's Ferry, shelled the bluffs and continued to do so until past the place. Kept on down the river and reached the Mississippi at 8:30 p. m., Saturday evening, May 6.

It is my belief that the rebels seen at Baldwin's Ferry were waiting to give us a volley as we passed, and my reason for not pulling the drift out and going on up the river is that it would have taken me at least four or five hours, and, being thus delayed, I did not wish to have the risk of my vessel being blockaded up there by trees felled at Baldwin's Ferry in my wake, so thought it prudent to return. I can not say how far I reached up the river, but from all the information I can get, I believe I was within 5 miles of the bridge.

The tug *Grey Eagle* is at the bridge.

The steamer *Royal Arch* I met up the [Big] Black River, and from her papers I did not feel authorized to detain her. She is in the employ of Parkman, Brooks & Co., if I remember right.

The bridge is in possession of the flag-of-truce troops, for the exchange of prisoners, and both the above boats can be detained, with the cooperation of the Vicksburg authorities, at the above place.

Very respectfully, etc.,

G. W. D. PATTERSON,
*Acting Volunteer Lieutenant, Comdg. U. S. S. Mound City.*

Lieutenant-Commander E. Y. MCCAULEY,
*Commanding Fifth District.*

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*Letter from Lieutenant-Colonel Pinkney, C. S. Army, to Lieutenant-Commander Cornwell, U. S. Navy, giving notice of extension of truce.*

HEADQUARTERS COMMANDER'S POST,
*Clinton, La., May 5, 1865.*

SIR: I have the honor, as per within instructions, to notify you of the extension of the late truce between the Confederate and United States forces.

I am, very respectfully,

W. E. PINKNEY,
*Lieutenant-Colonel, Commanding Post.*

OFFICER COMMANDING U. S. GUNBOAT OFF BAYOU SARA.

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*Report of Acting Master's Mate Lehman, U. S. Navy, regarding destruction of two flats in Cypress Creek.*

U. S. S. NAIAD,
*Off Bayou Sara, La., May 5, 1865.*

SIR: In obedience to your orders, I landed at the mouth of Cypress Creek and stayed there till 1 p. m., when I started up the creek to see if there were any skiffs, dugouts, or flats. I found that the trees were scored by the mark of an axe. I followed the stream up for a distance of about 3 miles and, on my way, found two flats, with oars; each of these was capable of carrying six persons. I destroyed these and proceeded farther up the stream, discovering nothing more till it became so dark that I thought it best to return to the river, which was reached at 5:30 p. m. At 7:30 I crossed the river from that point, and lay in ambush until the steamer came down, at 8 p. m., and then reported on board.

Very respectfully,

CHARLES H. LEHMAN,
*Mate U. S. S. Naiad.*

Acting Master HENRY T. KEENE,
*Commanding.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Cornwell, U. S. Navy, urging unceasing effort to capture Jefferson Davis.*

FLAGSHIP TEMPEST,
*Mouth of Red River, May 6, 1865—2:30 a. m.*

SIR: Your reply of yesterday's date to the notice from the enemy of the extension of the armistice, declining to grant it, was proper.

You will not under any circumstances cease your efforts to capture Jeff. Davis and Cabinet and plunder, unless so directed by me. No notice of any sort, however formal, from any military authority whatever, will be regarded by you which in any way interferes with your orders from the Navy Department and myself to make these captures.

Notify Lieutenant-Commander Fitzhugh of this order to you by sending him an official copy of it for his guidance. General Herron has this moment personally advised me that he will immediately picket with cavalry all the west bank from Red River down.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. J. CORNWELL,
*Commanding Second District, U. S. S. Choctaw.*

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*Report of Lieutenant-Commander Cornwell, U. S. Navy, referring to measures of watchfulness to prevent the escape of Jefferson Davis.*

U. S. S. CHOCTAW,
*Bayou Sara, May 6, 1865.*

SIR: I informed you when you were here yesterday that it was reported on the west bank of the river that General Kirby Smith,

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C. S. Army, was in a dying condition. I understand to-day that he is getting better. I have also heard from a man in Bayou Sara that it was fully believed by the rebels in this vicinity that Jeff. Davis would be across the river in less than thirty days. My informant states that Colonel J. [S.] Scott, C. S. Army, has sent word that he would soon be at Bayou Sara with his command, and would soon be followed by many more. This same person also stated that it was the intention to make a strong offensive move in this neighborhood, while Jeff. Davis and party would cross far above—perhaps at Rodney. I have considerable reliance in this report.

I believe there are a number of paroled rebel soldiers crossing the river from east to west. It is difficult to watch all the crossings. Those at which a force can be crossed are the ones to which we give the most attention.

I have just received a report from the commanding officer of the *Naiad* of a crossing about 8 miles above Baton Rouge. I enclose it herewith. I also enclose a copy of orders sent to each vessel in the district.

The *Choctaw* keeps picket boats at the crossings between this place and Morganza; the *Naiad* patrols between this and the lower end of Prophet's [Profit] Island; the *Nymph* from Prophet's [Profit] Island to Baton Rouge; the *General Price* from Baton Rouge to Donaldsonville, giving more particular attention to the portion of her beat above Plaquemine, as vessels of the First District cruise below that point.

I will forward you all the information that may be obtained from time to time.

Very respectfully,

JOHN J. CORNWELL,
*Lieut. Comdr., Comdg. 2d District Miss. Squadron.*

Acting Rear Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

P. S.—I have just heard, through Ex-Governor [Charles A.] Wickliffe that the rebel general Dick Taylor has surrendered his forces to General Canby.

JOHN J. CORNWELL.

[Enclosure.]

*Copy of orders to officers of Second District.*

U. S. S. CHOCTAW,
*Bayou Sara, May 6, 1865.*

SIR: You will use the utmost vigilance to effect the capture of parties attempting to cross the river. To this end you will keep constantly underway; frequently send armed boats up creeks and bayous, as well for information as for the purpose of capturing parties that may be operating there, and station picket boats at points where, from information gained, you think a crossing will be attempted. You will keep your running lights lowered and under cover, with a good lookout by each, ready to expose them instantly if needed. Show no other lights from any part of the vessel, and put all out at sunset except those in lanterns with covers.

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Hold out to officers and men inducements of reward and promotion for the capture of Jeff. Davis and Cabinet, or either. You will regard no notice of any armistice or truce unless it comes from the admiral or myself.

Very respectfully,

J. J. CORNWELL,
*Lieut. Comdr., Comdg. 2d District Miss. Squadron.*

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*Report of Lieutenant Commander Cornwell, U. S. Navy, of information obtained regarding proposed crossing of Confederate boats under construction in Homochitto River.*

U. S. S. CHOCTAW,
*Bayou Sara, May 6, 1865—11 p. m.*

SIR: An hour ago an old man from the west bank came on board and reported to me that a proposition had been made to him by an officer of Captain Ratliff's (C. S. A.) command to go up the river for the purpose of piloting an important party across the Mississippi. He was called on because of his long residence in the part of the country to which the party proposed to cross into. He, however, declined, giving as a reason his many infirmities and old age. With a map of the State of Louisiana he showed me the plan proposed, which is a good one. About 12 miles above Fort Adams there is a bayou shaped like a horseshoe, into which the Homochitto River empties. In this river boats or barges are now being built, he says, for the purpose of crossing the Mississippi. Nearly opposite the mouth of this bayou there is a cut-off, or opening, that, at this stage of water, leads into Red River, which is only a few miles distant. If the Red River should be guarded at this point, there is plenty of water all over the Parish of Concordia to float a 20-ton vessel, so that, if the party should be disturbed, they can strike straight for Trinity.

He thinks it will require the nicest management to intercept the boats, as the river banks are covered with thick young cottonwood, out of which there are several openings. I will write to the commander of the Fourth District to-morrow and send the old man up, and, in fact, will do all in my power to take advantage of the information if it is proved to be useful. The party were to cross some time during the latter part of next week. If we think it advisable, I will send my heavy boats (cutters) up there to assist. I will run up to Red River to-morrow to see about it, and will make a more detailed report. The dispatch boat is now detained for this.

The man, Mr. Dooty, is willing to accept compensation for his services, which I have verbally guaranteed to him, if successful in their capture. There are several things which seem to confirm the old man's statement. Colonel J. [S.] Scott (C. S. A.), who belongs to General Forrest's (C. S. A.) command, is expected at Woodville to-day with his cavalry, so I am informed by the commanding officer of the troops which now occupy this place. Woodville is near the

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Homochitto, and would be a good place to start from, and Colonel Scott is known to be opposed to giving up the war.

Very respectfully,

J. J. CORNWELL,
*Senior Commander.*

[Acting Rear-Admiral S. P. LEE, U. S. Navy.]

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, regarding measures for preventing the escape of Jefferson Davis.*

FLAGSHIP TEMPEST,
*Natchez, Miss., May 7, [1865]—Sunday.*

SIR: I left last night on board the *Peri* a note for you, repeating my views of the importance of guarding well and watching closely the crossings at Tunica, where the ridges make in on both sides. It is probable that Mr. Davis and Cabinet, with their plunder, may attempt to force a crossing there against tinclad opposition under cover of artillery. A handy, movable ironclad like the *Neosho*, now at Ellis Cliffs, would prevent this, whilst the *Lafayette* or *Manhattan* might guard Ellis Cliffs, to prevent a crossing there. If Tunica is, as it seems to be considered, the most probable point of crossing, the *Neosho* is the best ironclad to have there, owing to the readiness with which she is moved and handled; and her ability to resist and drive off field artillery is established by experience. You may anticipate a demonstration to cross at one point and an attempted passage at another. Therefore, keep the vessels on these respective beats as far as may be necessary to prevent such a stratagem from succeeding. It is desirable for you to keep constantly moving up and down along the portions of your command where Jeff. Davis is most likely to cross, so as to defeat it and capture him by getting early information and acting quickly upon it. Use your best discretion, activity, and vigilance.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. P. FOSTER, U. S. Navy,
*Commanding 3d and 4th Districts Mississippi Squadron.*

By *Lady Gay*, to be left at mouth of Red River if Lieutenant-Commander Foster is not met above it.

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*Report of Acting Volunteer Lieutenant Gould, U. S. Navy, regarding expedition for the capture of a Confederate party near Cole's Creek.*

U. S. S. FOREST ROSE,
*Near Waterproof, La., May 7, 1865.*

SIR: I have the honor to report that while patrolling this part of the river I learned from a reliable source that a party of rebel



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officers had crossed the river near Waterproof, from west to east. I immediately armed the cutter with 12 men and sent Mate Ira Athearn, with 12 armed men, across on the levee toward Cole's Creek, taking charge of the cutter myself. I made my way through the swamps to the same point, with the intention of cutting off the party on their way to the hills. After much difficulty I got through, within 2 miles of the place where they were to take boat for the high land. I landed and joined Mr. Athearn, and started across the levee. We soon came in sight of the party, who, on seeing us, went back to a plantation near by. We soon surrounded them, capturing 6 men, 1 captain, 2 lieutenants, 1 signal officer, 1 assistant paymaster, C. S. Navy, and 1 citizen, who crossed the river with the above party.

I forward to you a number of letters captured with them. I send the men to the provost-marshal, Natchez, in charge of Acting Assistant Paymaster A. J. Myers, U. S. Navy.

I am, very respectfully, your obedient servant,

A. N. GOULD,
*Acting Volunteer Lieutenant, Commanding.*

Lieutenant-Commander E. Y. MCCAULEY, U. S. Navy,
*Commanding Fifth District Mississippi Squadron.*

[Enclosure.]

HAVANA, *March 31, 1865.*

SIR: I had the honor to report to you from London the outrageous manner in which Mr. Samuel J. Harrison, president of the Virginia Volunteer Navy, had behaved to myself and the officers you were kind enough to order to report to me at Bermuda. At the time Mr. Harrison obtained these orders he knew perfectly well that the *Hawk* was not at Bermuda, nor had he any right to expect that she would be until he had forwarded sufficient funds to pay for her. However, at that time believing in his honesty, and that he would not dare to behave in so contemptible a manner to the Government, I borrowed the remaining portion of the purchase money and sent the ship to sea, the gentleman who made the advance requiring the signing of a certain contract to insure him, and also that myself and Assistant Paymaster D. D. Talley should remain in Europe until the money was paid. Mr. Harrison to the last promised faithfully that this would be done, and much to my surprise at the last moment I received a letter through Commodore Ro. B. Pegram, C. S. Navy, ordering the ship to be sold, and that Commodore Pegram would purchase another vessel. The *Hawk* accordingly was sold at auction to the highest bidder (at the time of the fall of Fort Fisher), and as soon as we could arrange the accounts, Mr. Talley and myself left on our way to the Confederacy. We arrived at this place on the 22d, and Mr. T. leaves this evening, via Galveston, with an abstract of the accounts, I deeming it not prudent to send them at this time. They will be deposited with Major C. J. Helm until such time as it will be safe to send them. For the same reason I have determined to go by another vessel, so that if either of us are captured there will be some one to make the proper statement and to prove Mr. Harrison's conduct.

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Commodore Pegram expects to return home by the steamer which leaves England on the 2d of April. He has been as badly treated as we have, and feels the outrage quite as much. I am glad to hear from Commander Maffitt, of the *Owl*, that he landed Assistant Surgeon D. S. Watson and First Assistant Engineer E. R. Archer (C. S. Volunteer Navy) safe on the Florida coast, some 9 miles from St. Marks, on the 24th instant.

This will be handed you by Assistant Paymaster Talley, should he arrive before me, and he will inform you of all we have done and suffered.

I have the honor to be, very respectfully, etc.,

EDWARD C. STILES,
*Lieutenant, C. S. Navy.*

Hon. S. R. MALLORY,
*Secretary C. S. Navy, Richmond, Va.:*

[Endorsement.]

I send you this. It was picked up on the day I captured those officers by one of my men. It shows that Maffitt has been landing on the Florida coast with the *Owl*. Talley I captured.

Respectfully, etc.,

A. N. GOULD,
*Acting Volunteer Lieutenant, Commanding.*

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*Report of Lieutenant-Commander Bacon, U. S. Navy, commanding the Sixth District, regarding the disposition of vessels of his command.*

U. S. S. KATE,
*Off Skipwith's Landing, May 8, 1865.*

SIR: I would respectfully report, in obedience to your orders, the disposition I have made of the vessels in this district:

The *Louisville*, *Ibex*, and tug *Laurel* are on duty on the Yazoo River; the *Louisville* at the mouth of Steele's Bayou; the *Ibex* 1 mile above her; the *Laurel* one-half mile above the *Ibex*, with proper signals in case the enemy should come down the river in cotton boats; the *Victory* from the mouth of the Yazoo to Lake Providence; the *Kate* from Lake Providence to Princeton; the *Colossus* from Princeton to Egg Point; the *Juliet* from Egg Point to Greenville; the *Brilliant* from Greenville to Gaines Landing; the *Marmora* from Gaines Landing to Napoleon, spending most of her time in Cypress Bend and at Gaines Landing; the *Vindicator* and *Tyler* are patrolling the district.

The vessels have orders to keep underway, show no lights, and to offer small rewards to contrabands.

I am in the neighborhood of Skipwith's Landing. The scouts in this vicinity came in and surrendered to me on the terms of General Canby to General Taylor, they belonging to commands in General Taylor's department. On account of the country being overflowed, they were unable to surrender with their commands. I will send them to the military authorities at Vicksburg to be paroled. I have

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been unable to gain any information of Jeff. Davis and Cabinet attempting to cross the river in this district up to the present time.

Very respectfully, your obedient servant.

GEORGE BACON,
*Lieut. Comdr., Comdg. 6th District Mississippi Squadron.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*Letter from Major-General Pope, U. S. Army, to Rear-Admiral Lee, U. S. Navy, requesting the services of tinclads in the Missouri River.*

HDQRS. MILITARY DIVISION OF THE MISSOURI,
*St. Louis, Mo., May 9, 1865.*

ADMIRAL: I have the honor to request that you will send two or three light-draft tinclads to operate for a month or two on the Missouri River. Large numbers of deserters, and bushwhackers in considerable parties, are returning from the rebel armies to Missouri, and it is desirable that none of them be permitted to cross to the north side of the Missouri River.

All precautions possible have been taken by the land forces in the State, but the services of two or three gunboats of the character mentioned would be invaluable in patrolling the river, destroying all rafts, flats, skiffs, etc., except at authorized places of crossing, and intercepting parties of the enemy attempting in any manner to cross the river.

If you can send the boats asked for, their commanders had best communicate fully with General Dodge, commanding Department of Missouri, who can keep them advised of the position and orders of the land forces, and can give them intelligence of the approach of parties of the enemy coming from the South toward the river.

Will you please advise me at your earliest convenience whether you will be able to comply with this request?

I am, admiral, respectfully, your obedient servant,

JNO. POPE,
*Major-General, Commanding.*

Rear-Admiral S. P. LEE,
*Comdg. Mississippi Squadron, Cairo or Mound City, Ill.*

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[Telegram.]

NAVY DEPARTMENT, *May 12, 1865.*

Order the *Manhattan* to proceed to New Orleans, and report to Acting Rear-Admiral Thatcher for duty. The ram *Stonewall* has arrived at Nassau.

G. WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE
(Or in his absence, Commodore J. W. LIVINGSTON),
*Mound City, Ill.*

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[Telegram.]

MOUND CITY, *May 14, 1865.*

*Manhattan* should arrive at New Orleans Tuesday afternoon. General Pope applies for gunboat assistance on the Missouri River. It is ordered. I propose to detail a mixed board to ascertain condition of vessels most useful on western waters, and report information required by Mr. Lenthall; instructions of 10th instant. Does Department reduction order of 3d contemplate suspension of operations for capturing Jeff. Davis?

S. P. LEE,
*Acting Rear-Admiral, Commanding.*

Hon. GIDEON WELLES,
*Secretary Navy.*

---

*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Pope, U. S. Army, promising cooperation in the Missouri River.*

MOUND CITY, *May 14, 1865.*

GENERAL: I arrived to-day and find that Commander Bryson, in my absence, had already ordered two gunboats from the Tennessee to duty in the Missouri, agreeably to your request of the 9th instant.

I am now acting under instructions from the Navy Department, to make every effort to capture Jeff. Davis, his Cabinet, and plunder, and have detailed the vessels of this squadron on the Mississippi with instructions for this purpose.

I have just received further instructions from the Department, giving preparatory orders for the reduction of this squadron to 25 vessels.

You will see the difficulties of the situation, as bearing upon your requests. I will, however, do all in my power to cooperate with you under the circumstances.

Two gunboats on the Missouri would be of service in rendering convoy for transports with troops and in protecting trading boats from depredation at points where the gunboats might happen to be. I respectfully recommend that rafts, flats, etc., be seized, if necessary, for military purposes. I should doubt my authority to order the destruction of such property in a State not in insurrection, and even if they were destroyed or seized, it is very easy to construct, with a few planks taken from houses, scores of skiffs, and with rails and small dry logs, small rafts, by means of which parties can cross. This is a practice with which the rebels are very familiar.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Major-General JNO. POPE,
*Commdg. Military Div. of the Missouri, St. Louis, Mo.*

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*General report of Acting Rear-Admiral Lee, U. S. Navy, after visiting all the districts of his command.*

FLAGSHIP TEMPEST,
*Mound City, May 14, 1865.*

SIR: I returned to this place last night, having visited each district of this squadron on the Mississippi River, for the purpose of giving my personal attention to the arrangements made for the purpose of capturing Jeff. Davis, his Cabinet, and plunder.

Previous to leaving Mound City I withdrew from the Cumberland and Tennessee all the suitable vessels that could be spared, and assigned them to duty on the Mississippi. On my way down I made such changes in the positions of those vessels as circumstances seemed to require. I refer to my semimonthly report of the 1st instant for the disposition of force made.

On my way up the river I examined into the working of the arrangements made as I went down, which appeared as efficient as they could be made with the means at my command. The utmost vigilance was enjoined upon, and appeared to be practiced by divisional and commanding officers, and I have spared no pains to carry out the Department's directions and effect its important object.

I enclose (1)* a copy of my Special Order No. 9; also (2)* copy of my instructions to the commanders of the six lower districts, in relation to putting guards on small trading steamers. I received at Natchez, on the 7th instant, the President's proclamation offering rewards for the capture of Jeff. Davis and other prominent rebels, and had a large number printed and distributed through the squadron.

I communicated on my way up and down with all the military posts, and urged active cavalry scouting and other cooperative measures. Arrangements for scouting were somewhat impeded, first by General Sherman's armistice, and afterwards by that between General Canby and the rebel general Dick Taylor previous to the surrender of the latter.

Notice of this armistice was sent by the officers commanding rebel forces at various points, to our military posts, and to some of the naval district commanders. I directed the latter to pay no regard whatever to such notifications.

These interruptions were brief, however, and active scouting is now kept up. In view of the efforts ashore and afloat, the chance of Jeff. Davis's capture, should he come this way, is good. The impediment to naval operations to this end offered by the present very high overflow of the Mississippi is considerable, as water communication is practicable from the inland waters of Mississippi to the river, and thence, after crossing it, to the bayous and rivers on the west side. The crossing at night of small parties, in skiffs or on small rafts, can not absolutely be prevented; the patrolling vessels and boats are necessarily widely separated, and their efforts are somewhat like those of two or three cavalrymen to patrol 15 or 20 miles of turnpike and prevent any one from crossing it.

At the mouth of Red River I met Colonel [John T.] Sprague, Chief of Staff to Major-General Pope. He had communicated with

* See pp. 164, 182.

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Kirby Smith, and subsequently (on the 5th instant) went to Shreveport to have an interview with him, with the design of impressing upon him the advisability of the immediate surrender of the forces in the trans-Mississippi Department, to save the region from the widespread devastation that would follow a refusal on his part to accept the terms on which the rebel forces east of the Mississippi had surrendered, which refusal and consequent prolongation of the war would be as wholly unjustifiable as would be that of a besieged and weakened garrison [to refuse] to surrender to a superior force which had effected a breach in their defensive works.

I understood from Major-General Dana, at Vicksburg, that he had heard that Dick Taylor's Texan troops refused to be paroled; that they were recruiting from the paroled prisoners. Kirby Smith may endeavor to hold out a while longer, principally to keep up the cotton trade, the profits of which, according to report, are very great to some rebel officers, also to cover the retreat of the bad spirits of the rebellion into the trans-Mississippi Department and through it to Mexico.

I also learned at Vicksburg that threats had been made by the paroled rebel soldiers to seize the cotton-trading steamboats in the Yazoo, of which there are about a dozen. I sent two gunboats to protect and bring them down.

These men probably will give a great deal of trouble; their officers have lost all control over them; they are now without rations or money, and are plundering and committing outrages generally in the interior.

Our military authorities are endeavoring to restore order. As the overflow subsides, they will doubtless take to the swamps along the river and endeavor to plunder transports and the residents.

I suppose an active police of the Mississippi and its tributaries will be necessary for some time to come, until civil order is restored, to protect trade and the well-disposed portion of the inhabitants.

I am informed by naval and military officers on the river that people having an interest at stake in society declare that no further resistance will be made, and that they have submitted to the national authority and invoked its protection and are desirous to know what terms will be granted them.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Telegram.]

SMITHLAND, *May 14, 1865.*

Dispatch just received. Will leave at once. Just done cleaning boilers.

LE ROY FITCH,
*Lieutenant-Commander.*

Acting Rear-Admiral S. P. LEE,
*Mound City, Ill.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report of the interception of a party of Confederates by the U. S. S. Moose in Cumberland River.*

FLAGSHIP TEMPEST,
*Mound City, May 15, 1865.*

SIR: Lieutenant-Commander Le Roy Fitch, under date of May 4, encloses a report, dated April 29, from Acting Master Coulson, temporarily commanding U. S. S. *Moose*, respecting the interception of a guerrilla party while in the act of crossing the Cumberland, by the *Moose*, which attacked and dispersed them, killing, wounding, and capturing about twenty-six. I enclose a copy of Acting Master Coulson's report.* Lieutenant-Commander Fitch states that two of the prisoners were found, on investigation, to be citizens, pressed as guides. These were released; also a mule belonging to one of them. He further states that the guerrilla party, numbering about 150, were completely dispersed or cut off from their purpose. Those who were left on the left bank of the Cumberland recrossed the Tennessee, and those who had reached the right bank were afterwards captured by some of our land forces.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Lieutenant-Commander Fitzhugh, U. S. Navy, regarding communication under flag of truce with a party of Confederate cavalrymen.*

U. S. S. OUACHITA,
*New River Landing, La., May 15, 1865.*

SIR: I have the honor to inform you that yesterday morning, in patrolling between Donaldsonville and Plaquemine, five rebel cavalrymen appeared on the west bank of the river with a flag of truce. On communicating with it I learned they were a party claiming to belong to the rebel General Taylor's command, and under the immediate command of a Captain Brown. The object of the truce, to forward by this vessel a communication from Brown to the commanding military officer at Donaldsonville, asking to surrender his 14 men, upon conditions granted to those on the east side of the river.

In reply I sent him word that if he wished to surrender to the Army, to go to Donaldsonville and do so in a proper manner; if to the Navy, his surrender would be unconditional, further than his being treated as a prisoner of war, and that I would give him five minutes to decide, at the expiration of which time I would shell him. He left immediately and entered the woods. I sent a party on shore, who surprised a part of them, some two or three miles from the river, and captured a first lieutenant by the name of Kingsley and two horses, the others escaping. The lieutenant and horses have been turned over to the military authorities at Donaldsonville.

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* See p. 186.

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I learn that these outlaws are well received in the families of most of the planters in the country they prowl over, and do little more than steal their horses and board with them. The military from Donaldsonville and Plaquemine are now scouring the country for them.

I am, very respectfully, your obedient servant,

W. E. FITZHUGH,
*Lieut. Comdr., Comdg. U. S. S. Ouachita, 1st Dist. Miss. Squad.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*Report of Lieutenant-Commander Foster, U. S. Navy, regarding a reconnoissance to learn whether Jefferson Davis and party had crossed the Mississippi River.*

U. S. S. LAFAYETTE,
*Off Homochitto Bayou, May 15, 1865.*

SIR: I have the honor to inform you that since my last communication to you I have made a reconnoissance of the Homochitto, Buffalo Bayou, and Atchafalaya, 20 miles below Simmesport.

I have made this reconnoissance to ascertain whether Jeff. Davis and party had succeeded in crossing, and to destroy any facilities the parties might have for crossing. Up to this time I have been unable to get any information of their having crossed. From the manner in which the people talk, it would seem probable that they had crossed somewhere near Davis's plantation, about 20 miles below Vicksburg.

I have sent dispatches from General Canby to Colonel Sprague at Fort De Russy.

As soon as I have dispatched the *Manhattan* I intend to make a reconnoissance of Red River as far as Grand Cut-off, to ascertain, if possible, whether Jeff. Davis and party have crossed near Homochitto Bayou [River].

I am, sir, very respectfully, your obedient servant,

JAS. P. FOSTER,
*Lieut. Com., Comdg. 4th Dist. Mississippi Squadron.*

Acting Rear-Admiral S. P. LEE, U. S. Navy,
*Commanding Mississippi Squadron.*

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[Telegram.]

MOUND CITY, *May 15, 1865—10 a. m.*

Please telegraph me immediately on receipt of official or authentic intelligence of Jeff. Davis's capture. Have you such information now?

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Major-General JOSEPH HOOKER,
*Commanding, etc., Cincinnati.*

[Same to Major-General George H. Thomas, commanding Department of Cumberland, Nashville.]

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[Telegram.]

MOUND CITY, ILL., *May 15, 1865.*
(Received 4:20 p. m.)

Active movements of vessels on Mississippi very expensive in consumption of coal. Will Department please notify me when its order to intercept Jeff. Davis is revoked, that vessels may be withdrawn?

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary Navy.*

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[Telegram.]

MOUND CITY, *May 15, 1865.*

SIR: The following just received from Cairo:

Jeff. Davis and staff, with family, were captured at Irwinville, Irwin County, Ga., about 15 miles from Macon, on 10th, by Colonel [Benj. D.] Pritchard, of Fourth Michigan Cavalry.

Very respectfully,

WILLIAM GIBSON, *Operator.*

Admiral S. P. LEE,
*Mound City.*

---

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the capture of Acting Ensign Michael, U. S. Navy, of the U. S. S. Tyler.*

FLAGSHIP TEMPEST,
*Mound City, Ill., May 15, 1865.*

SIR: Lieutenant-Commander Mitchell reports, under date of 23d April, that while the *Cricket* was lying at Marianna, in the L'Anguille River (date not stated), Acting Ensign W. H. C. Michael, of the *Tyler*, a member of the court-martial in session aboard the *Cricket*, went ashore without permission and was captured. Lieutenant-Commander Mitchell immediately ordered 10 citizens arrested and held as hostages.

The commanding officer of the squad that captured Acting Ensign Michael sent word that he would return him provided Lieutenant-Commander Mitchell would send them some articles of clothing, amounting to about $70, and return the citizens. Lieutenant-Commander Mitchell collected most of the money to pay for the clothing from the hostages, and acceeded to the proposition. Acting Ensign Michael returned, having been robbed of his uniform and the money in his possession, about $37.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Letter from Major-General Thomas, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, announcing the capture of Jefferson Davis and party.*

NASHVILLE, *May 16, 1865.*

General Wilson has reported to me officially that Jeff. Davis and family; Reagan, Postmaster-General, C. S., and Colonel Harrison, private secretary; Colonel Johnston, aid-de-camp; and others of Davis's personal staff were captured at Irwinville, Ga., on the morning of the 10th at daylight. Clement C. Clay delivered himself to Wilson on the 12th at Macon, and A. H. Stephens was arrested by General Upton on the 11th at Augusta. Governor Brown, of Georgia, was also arrested by Wilson on the 4th instant. So it seems the Southern Confederacy and Georgia are done for.

GEORGE H. THOMAS,
*Major-General.*

Admiral S. P. LEE,
*Mound City.*

---

*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Thomas, U. S. Army, acknowledging receipt of information regarding capture of Jefferson Davis.*

MOUND CITY, *May 16, 1865.*

GENERAL: I have to acknowledge, with my thanks, the receipt of your telegram of 15th instant, in reply to mine of that date, asking for official or authentic information about the reported capture of Jeff Davis. I was unable to obtain any such intelligence on the subject here. The telegraph operator at this place sent me a report of the capture, but could give me no definite information as to its source or reliability. In view of my present arrangement on the Mississippi it was important for me to learn the facts as early as possible. My dispatch boat to the vessels below was to leave yesterday afternoon. I therefore telegraphed to you, hoping to hear before she sailed.

Very respectfully yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Major-General GEO. H. THOMAS,
*Comdg. Department of the Cumberland, Nashville, Tenn.*

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[Telegram.]

CINCINNATI, *May 16, 1865.*

The following dispatch is received from General Wilson:

Jefferson Davis and staff captured by Colonel Pritchard, Michigan cavalry, this a. m., at Irwinsville, Irwin County, Ga., May 10, 1865.

EDWIN STANTON,
*Secretary of War.*

O. H. HART,
*Assistant Adjutant-General.*

Rear-Admiral S. P. Lee,
*Mound City.*

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*Report of Acting Ensign Bates, U. S. Navy, referring to the loss of the U. S. S. Rattler.*

FLAGSHIP TEMPEST,
*Mound City, May 16, 1865.*

ADMIRAL: Acting Ensign H. N. Wells was executive officer of the *Rattler* at the time of her loss in December last. The commanding officer was unwell, and, though not off duty, left to his executive most of the more active duties. The *Rattler* was at anchor, when the supply steamer *Magnet* came alongside and made fast to her, by permission of the commanding officer, Acting Master Willets. While in this position a squall came on and both boats were driven ashore and the *Rattler* was lost.

The court of enquiry in the affair (the record of whose proceedings was burned on the late flagship *Black Hawk*) recommended, as near as I can remember, that no further proceedings be taken against anyone on account of the steamer's loss except against Acting Ensign Wells. And charges against him were prepared and he has been some time in Mound City awaiting trial. The charges and all papers relating to the case were burned in the *Black Hawk*, and it would be almost impossible now to get any definite information sufficient to found the charges on, and very difficult to find proof.

In these circumstances, I recommend that he be returned to duty.

Very respectfully, your obedient servant,

RICHARD BATES,
*Acting Ensign.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

---

*Order of Acting Rear-Admiral Lee, U. S. Navy, to commanding officers of districts renewing the order to furnish names and location of sunken vessels within the limits of their commands.*

MOUND CITY, *May 16, 1865.*

SIR: Your immediate attention is desired to the subject of the enclosed copy of a letter from the Bureau of Construction and Repair, calling for information respecting sunken vessels in this squadron, dated March 8, 1865.

The original reports received under this call were burned with the *Black Hawk*. Send your report by the first opportunity and let it answer each point fully; retain a copy, in case it should miscarry. Acknowledge this order, whether there are any sunken vessels in your district or not.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander E. Y. MCCAULEY,
*Commanding Fifth District Mississippi Squadron.*

[Same to Lieutenant-Commander George Bacon, commanding Sixth District; Lieutenant-Commander LeRoy Fitch, commanding Tenth District; Lieutenant-Commander R. Boyd, commanding Ninth District; Commander A. Bryson, commanding Eighth District.]

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Pilot Hiner, to furnish names and location of sunken vessels within the limits of the squadron.*

FLAGSHIP TEMPEST,
*Mound City, May 16, 1865.*

SIR: You will make, as soon as possible, a minute report of the names and location of the sunken vessels within the limits of the Mississippi Squadron, giving, as near as may be, for each the water in which they lie, whether they can probably be raised whole or must be broken up, whether they obstruct navigation, and if any of them are in such condition as not to be worth touching, with any other facts that may help to an understanding of the matter. State the proper probable salvage for each case.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Chief of Pilots DAVID HINER,
*Mound City, Ill.*

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[Telegram.]

MOUND CITY, *May 16*, [*1865*].

Report in answer to circular of March 14 respecting sunken vessels not received. Send it without delay.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander R. BOYD, Jr.,
*Commanding Ninth District, Paducah.*

---

[Telegram.]

MOUND CITY, *May 17, 1865.*
(Received 2:15 p. m.)

Shall proposed reduction of squadron to 25 vessels include all classes, viz, ironclads named, gunboats, towboats, tugs, or shall any of these be additional after selecting the vessels to be retained? I recommend the others be turned over to the naval station here; that the crew of former be made up of men having longest to serve; that these men be immediately discharged whose times expire this quarter or remainder at once sent to West Gulf Squadron. Please instruct me by telegraph to save time and expense in effecting reduction.

S. P. LEE,
*Acting Rear-Admiral, Commanding.*

Hon. G. WELLES,
*Secretary Navy.*

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[Telegram.]

NAVY DEPARTMENT, *May 18, 1865.*

State by telegraph your views as to the reduction of the naval force on the Western waters, consequent upon the present condition of

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things, and the best means of disposing of the surplus vessels. Iron-clad vessels constructed for the Navy are not to be sold.

G. WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

---

*Report of Acting Rear-Admiral Lee, U. S. Navy, enclosing list of vessels to be retained in Mississippi Squadron.*

FLAGSHIP TEMPEST,
*Mound City, May 18, 1865.*

SIR: I transmit, enclosed, in compliance with the Department's preparatory order of May 3, advising me of the proposed reduction of this squadron, a list of 25 vessels selected by me as the most useful on the Western waters at this time. As soon as definite instructions are received from the Department, the other vessels can be withdrawn from their present stations.

The Bureau of Construction, under date of 10th of May, has called on me for a list of the vessels I propose to dispense with, with information as to their tonnage, class, etc. This I am preparing, and will forward as soon as practicable. The preparation of it would be facilitated by withdrawing the vessels at once from their stations and transferring them to the naval station here.

The Bureau of Equipment and Recruiting has authorized me, under date of May 11, to transfer to the West Gulf Blockading Squadron any surplus men remaining after laying up the vessels.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

*List of vessels selected under Department's orders of May 3, to be retained in Mississippi Squadron.*

*Ironclads.*

| | | |
|---|---|---|
| Neosho. | Benton. | Pittsburg. |
| Tennessee. | | |

*Side-wheel gunboats.*

| | | |
|---|---|---|
| Vindicator. | Tempest. | Gazelle. |
| Avenger. | Hastings. | Lexington. |
| Ouachita. | Grossbeak. | Tyler |
| Fort Hindman. | | |

*Stern-wheel gunboats.*

| | | |
|---|---|---|
| Ibex. | Gamage. | Moose. |
| St. Clair. | Collier. | Sibyl. |
| Abeona. | Oriole. | |

*Miscellaneous.*

| | | |
|---|---|---|
| Samson. | William H. Brown. | General Lyon. |

Total, 25.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

*List of vessels proposed to be retained in commission for the present.*

*Ironclads.*

| | | |
|---|---|---|
| Louisville. | Mound City. | |

*Tinclads.*

| | | |
|---|---|---|
| Argosy. | Kate. | Robb. |
| Colossus. | Kenwood. | Reindeer. |
| Exchange. | Little Rebel. | Siren. |
| Forest Rose. | Mist. | Silver Lake. |
| Fairplay. | Naumkeag. | Silver Cloud. |
| Fairy. | Prairie Bird. | |

*Tugs.*

| | | |
|---|---|---|
| Daisy. | Hyacinth. | Myrtle. |
| Dahlia. | Ivy. | Thistle. |
| Fern. | Laurel. | |

*Miscellaneous.*

| | |
|---|---|
| General Price. | Volunteer (towboat). |

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[Telegram.]

NASHVILLE, *May 18, 1865.*

Govan's rebel brigade, 1,000 strong, is to be sent to some point on the Mississippi River. To prevent treachery, had not one or two gunboats better be sent with them? There will be three transports. If you think favorably of this, will you please answer and send the gunboats as near this place as they can get. General Thomas is absent.

WILLIAM D. WHIPPLE,
*Brigadier-General and Chief of Staff.*

Acting Rear-Admiral S. P. LEE,
*Mound City.*

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Canby, U. S. Army, regarding orders for U. S. S. Manhattan.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, May 23, 1865.*

GENERAL: Your telegram of the 18th * instant is received. Orders from the Navy Department to proceed to New Orleans were delivered to the *Manhattan* on the morning of the 15th instant, and the commanding officer of the vessel which took them and returned here immediately on their delivery reported that Lieutenant-Commander Foster said he would have the *Manhattan* underway by 9 a. m. of that date.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Major-General E. R. S. CANBY,
*Comdg. Mil. Div. of West Mississippi, New Orleans, La.*

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* See Naval War Records, vol. 22, pp. 192–193, to which this is reply.

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*Report of Acting Master Groves, U. S. Navy, commanding U. S. S. Fairplay, regarding expedition in the Cumberland River and in company with the U. S. S. Abeona to Nashville, for convoy duty, May 18 to 29, 1865.*

U. S. S. FAIRPLAY,
*Cairo, Ill., May 29, 1865.*

SIR: Pursuant to your orders of May 18, to proceed to the Cumberland River with the *Fairplay*, and then, in company with the U. S. S. *Abeona*, to report to Major-General Thomas at Nashville, Tenn., to convoy rebel prisoners of war to points on the Mississippi River, I got underway from Mound City at 11 p. m. on the 18th and fell in with the *Abeona* on the afternoon of the 19th, 40 miles from the mouth of the Cumberland. Both vessels then proceeded to Nashville, arriving at 7 p. m. on the 20th instant.

On the evening of the 23d a request was made to the senior naval officer to send a gunboat in company with the transport steamer *W. Baker*, loaded with prisoners, to Memphis, Tenn. I was ordered by the commanding officer of the *Abeona*, the senior officer, to take in convoy the steamer *W. Baker* and proceed as requested by General Thomas. I left Nashville at 4 a. m., the 24th instant, and arrived at Memphis at 5 p. m. on the 26th, landing at all intermediate points, as was necessary to land prisoners, coal vessels, etc.

On my return I left Memphis at 3:30 on the 27th instant, and arrived off this place at 2:15 p. m. to-day.

I was detained at Island No. 10 seven hours by storm on my way up.

Very respectfully,

G. J. GROVES,
*Acting Master, Commanding.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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[Telegram.]

FLAGSHIP TEMPEST,
*Mound City, May 18, 1865—8:30 p. m.*

Telegram received. Will immediately send two gunboats as near Nashville as possible, to convoy rebel brigade to point you may designate.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Brigadier-General W. D. WHIPPLE,
*Chief of Staff, Nashville, Tenn.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the surrender of a detachment of Forrest's command at Randolph, Tenn., May 18, 1865.*

FLAGSHIP TEMPEST,
*Mound City, May 26, 1865.*

SIR: Acting Master James Fitzpatrick, commanding U. S. S. *Siren*, reports under date of 19th May that on the 18th, while the vessel was lying off Randolph, Tenn., Lieutenant-Colonel [John U.] Green, Captain J[ohn] L. Payne, Sergeant W. L. Buford, and 12

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privates belonging to the Twelfth Tennessee Cavalry, of Forrest's command, came in and surrendered to him, and that he took them to Memphis and turned them over to General Washburn, who paroled them and allowed them to return to their homes.

Acting Master Fitzpatrick states that he is informed of others who are disposed to surrender.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Lieutenant-Commander Mitchell, U. S. Navy, regarding reduction of expenses of his command since the capture of Jefferson Davis.*

U. S. S. GROSSBEAK, *May 18, 1865.*

SIR: I have the honor to report that upon the receipt of the intelligence of the capture of Jeff. Davis, I gave orders to the vessels of this district to discharge extra pilots appointed by the emergency existing under your Special Order No. 9.

I also directed the commanding officers to economize fuel, burning only as much as would be necessary in the ordinary patrol of their beats.

Trusting this action will meet with your approbation, I am, very respectfully, your obedient servant,

JOHN G. MITCHELL,
*Lieut. Comdr., Commanding 7th Dist. Miss. Squadron.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Groves, U. S. Navy, commanding U. S. S. Fairplay, for the convoy of Confederate troops from Nashville into the Mississippi River.*

MOUND CITY, *May 18,* [*1865*]—*9 p. m.*

SIR: Proceed immediately to the Cumberland with the *Fairplay* under your command. When you fall in with the *Abeona*, show this order to her commanding officer. Both vessels will then proceed to Nashville and, on arriving there, the senior officer will report to Major-General Thomas, notifying him that two gunboats are ready to convoy Govan's rebel brigade to such point on the Mississippi River as the commanding general may designate.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master GEORGE J. GROVES,
*Commanding U. S. S. Fairplay, Mound City.*

P. S.—You will exercise vigilance and take every proper precaution to prevent treachery on the part of the rebel brigade. They may have retained their arms.

S. P. L.



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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the reduction of the squadron.*

FLAGSHIP TEMPEST,
*Mound City, May 19, 1865.*

SIR: Under the Department's order of May 3 I selected 25 vessels of this squadron as those now most useful on the Western waters, and forwarded a list in my No. 227, duplicate enclosed (1).* On receipt of the Department's telegram of 18th instant, I selected such vessels as are not now needed, the ironclads to be put in ordinary and the tinclads offered for sale, and telegraphed the same to the Department this morning. Copy enclosed (2). I enclose (3) an additional list of vessels which I propose should be kept in commission for the present. These three lists make up the total number in the squadron; the whole are shown, distinguishing between those that should be dispensed with and those that should be retained in the enclosed list (4).†

I suppose that most of the vessels on the third list, and all the ironclads except the *Neosho*, may be withdrawn from service soon after the rebel forces in the Trans-Mississippi Department surrender. Gunboats will be needed on the Western waters until social order is restored. The tugs are useful to guard the coal barges at the coal stations on the river. These barges have to be protected, pumped out, and sparred off the banks according to the variation of the stage of water in the river. The tugs can do this more cheaply than any other class of vessels, and I therefore recommend that they be retained.

It is generally said by those informed in river affairs that steamboat business is now very dull, that rates of freight have lately fallen off largely, and that there are a number of steamboats of all classes not employed, which number is increasing as the Government business decreases. Others think that the extension of trade under the President's recent proclamation, and the further extension that will follow as soon as the Trans-Mississippi is open, and the approaching season of low water, will make a demand for cheap, light-draft boats, such as those on enclosed list (1) generally are, for trading in or from the Missouri and the upper Mississippi and its tributaries. I think it would be best to try to sell the tinclads at once, but better to keep them six months or a year, than submit to a greater sacrifice than about half their appraised value, supposing this appraisement to be arrived at by a comparison of the value of the vessel after making the alterations necessary for commercial purposes and deducting the expense of the same, with the probable cost of building one of equal size, etc., at the time of sale. It would be better to realize even this in cash on those offered for sale than to retain them, in view of the general welfare, by the promotion of trade, intercourse, and revenue. Government's reserved bid would protect its interest, and this would be faithfully and intelligently done by Commodore Livingston. When the expense is considered of keeping vessels in ordinary, the employment of watchmen, of men to wet down the decks, occasional calking, and the rapid

* See p. 206. † Not necessary to publish.

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deterioration of vessels when laid up, a considerable sacrifice may be submitted to, on this class of vessels.

The sale should be advertised in all the daily papers of the principal river cities—Pittsburg, Cincinnati, Louisville, Cairo, St. Louis, Memphis, and New Orleans—and noticed daily in the column especially devoted in each Western paper to river news. To take advantage of the probable or possible demand for light-draft boats by the opening of trade in the tributaries within the insurrectionary region and the approaching season of low water, it is necessary to give time to convert the boats and bring them into use in season. I recommend Tuesday, 20th June, as the day of sale. From ten to fifteen days is long enough to advertise, and two or three, in some cases four weeks, long enough to convert the gunboats for commercial purposes. The advertisement could be sent from here to New Orleans in three or four days. I recommend that the iron armor be removed from the tinclads, which could be quickly and easily done by their crews, also the heavy anchors, cables, etc., not needed for commercial purposes on small boats, and sold separately. It might be profitable to send some of the anchors and cables by sea to New York.

The naval station here would be a convenient central point for purchasers coming from the cities on the upper and lower Mississippi and the Ohio; and, if the sale is made here, the control Commodore Livingston would exercise over the subject would be beneficial, and the sale would be better managed than it would be if the vessels were distributed for sale at the different cities, and would save time and expense.

I will issue orders to-day for the vessels named in the enclosed list (2), to proceed at once to this place, after turning over to the vessels left in their respective districts such officers, men, and supplies as they may need. I respectfully suggest that on their arrival here, they be turned over to the commandant of the station, after taking out of them here such persons and property as may be needed for the other vessels.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure 2.—Telegram.]

MOUND CITY, *May 19, 1865.*
(Received 2 p. m.)

Department's telegram for my views as to present reduction of Mississippi Squadron received. I propose that ironclads *Choctaw* and *Lafayette* be put in ordinary at New Orleans; *Carondelet*, *Chillicothe*, and *Ozark* dismantled at Mound City; sea steamer *General Bragg* sold at New Orleans; tinclads *Alexandria*, *Brilliant*, *Curlew*, *Cricket*, *Champion*, *Fawn*, *General Pillow*, *Huntress*, *Juliet*, *Marmora*, *New Era*, *Nymph*, *Naiad*, *Paw Paw*, *Peosta*, *Peri*, *Romeo*, *Springfield*, *Texas*, and *Victory* immediately advertised in all daily papers at Pittsburg, Cincinnati, Louisville, St. Louis, Memphis, New

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Orleans, and noticed in their river columns for sale by commandant of Mound City Naval Station, on Tuesday, June 20, their iron armor first taken off. Government to retain right to make bid. These vessels are, I think, unnecessary for naval purposes now, and a further reduction may be made afterwards. Steamboat business dull now, and sellers submit to sacrifices, but these vessels are generally light-draft stern-wheel steamers, useful in approaching season of low water. Bidder should be furnished by Commodore Livingston with descriptive list; terms cash.

S. P. LEE,
*Acting Rear-Admiral, Commanding.*

Hon. GIDEON WELLES,
*Secretary of Navy.*

[Enclosure 3.]

*List of vessels proposed to be retained in commission for the present.*

*Ironclads.*

| | |
|---|---|
| Louisville. | Mound City. |

*Tinclads.*

| | | |
|---|---|---|
| Argosy. | Kate. | Robb. |
| Colossus. | Kenwood. | Reindeer. |
| Exchange. | Little Rebel. | Siren. |
| Forest Rose | Mist. | Silver Lake. |
| Fairplay. | Naumkeag. | Silver Cloud. |
| Fairy. | Prairie Bird. | |

*Tugs.*

| | | |
|---|---|---|
| Daisy. | Hyacinth. | Myrtle. |
| Dahlia. | Ivy. | Thistle. |
| Fern. | Laurel. | |

*Miscellaneous.*

| | |
|---|---|
| General Price. | Volunteer (towboat). |

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, to send U. S. S. Chillicothe to Mound City, Ill.*

MOUND CITY, *May 19, 1865.*

SIR: I desire that you will at once send the U. S. ironclad *Chillicothe* to this station, accompanied by the most efficient available vessels to assist her, and in charge of skillful pilots.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. P. FOSTER, U. S. Navy,
*Commanding Fourth District Mississippi Squadron.*

[Order of same date and like tenor to Lieutenant-Commander George Bacon, U. S. Navy, Commanding Sixth District Mississippi Squadron.]

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Swendson, U. S. Navy, commanding U. S. S. Sibyl, to proceed down the river as bearer of dispatches.*

MOUND CITY, *May 19, 1865.*

SIR: Proceed with the *Sibyl*, under your command, down the Mississippi River and deliver the accompanying dispatches and the mail which you have received. Communicate with every gunboat on the river, ascertaining the whereabouts of each divisional officer, and deliver their respective dispatches to each. Show the commanding officer of each gunboat your copy of my General Order No. 66, and inform them that they will receive it through their divisional officers.

On your return up this river, report with the *Sibyl* to Lieutenant-Commander Cornwell for duty.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master CHAS. SWENDSON,
*Commanding U. S. S. Sibyl, Mound City.*

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[Telegram.]

MOUND CITY, *May 19, 1865.*

If there is no military necessity for continuing naval expense of four gunboats about [above] Mussel Shoals, Navy Department wishes them dismounted and turned over to Quartermaster Department. Your opinion wanted.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Major-General GEO. H. THOMAS, U. S. Army.

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, referring to stage of water in Red River and the mission of Colonel Sprague, U. S. Army.*

MOUND CITY, *May 19, 1865.*

SIR: Report to me here as early as practicable, and bring me all the information you can obtain regarding the stage of water in Red River and the length of time that naval operations will be practicable there. I am desirous to know the result of Colonel Sprague's mission, and enclose a letter which you will please deliver to or for him.

Before leaving, post Lieutenant-Commander Fitzhugh on the situation in the new Third Division, so far as known to you.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. P. FOSTER,
*Comdg. Third and Fourth Districts, U. S. S. Lafayette.*

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[Telegram.]

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
*Nashville, May 20, 1865.*

I think there is no longer a military necessity for keeping up the gunboats on the Upper Tennessee River.

GEO. H. THOMAS,
*Major-General, U. S. Army, Commanding.*

Admiral LEE, U. S. Navy,
*Mound City, Ill.*

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*Report of Lieutenant-Commander Mitchell, U. S. Navy, regarding the surrender of Colonel Warfield, C. S. Army, at Laconia, Ark.*

U. S. S. GROSSBEAK, *May 20, 1865.*

SIR: I have the honor to inform you that on my way up from White River, on the 19th, I was hailed by a flag of truce at Laconia, [Ark.], and Colonel [E.] Warfield, of the Second Arkansas Regiment, General Joe. Johnston's command, surrendered to me, together with two officers and two privates of the same command.

I turned them over to General McGinnis, at White River, to receive their paroles.

I am, very respectfully, your obedient servant,

JOHN G. MITCHELL,
*Lieutenant-Commander, Comdg. 7th Dist. Miss. Squadron.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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[Telegram.]

MOUND CITY, *May 20, 1865.*

Application is made to establish a ferry 20 miles below Johnsonville, on Tennessee. Is there any objection to this or to repairing ferries on Tennessee and Cumberland below Florence and Nashville?

S. P. LEE,
*Acting Rear-Admiral.*

Major-General GEO. H. THOMAS, U. S. Army.

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*Report of Lieutenant-Commander Cornwell, U. S. Navy, transmitting telegram giving information of the sailing of the C. S. ram Stonewall from Havana for Galveston.*

U. S. S. CHOCTAW,
*Bayou Sara, May 20, 1865.*

SIR: I have the honor to enclose a telegraphic dispatch, which I inadvertently opened. It came to this vessel, to be forwarded to

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you. It happened that the *Manhattan* had passed down but a few hours before. I telegraphed at once to Captain Greene that such was the fact.

Very respectfully,

JOHN J. CORNWELL,
*Lieutenant-Commander, Comdg. 2d Dist. Miss. Squadron.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

[Enclosure—Telegram.]

NEW ORLEANS, *May 15, 1865.*

The ram *Stonewall* is reported to have left Havana on the 11th instant, bound for Galveston. Please send down the *Manhattan* immediately, if possible, for protection at the mouth of the river.

Very respectfully,

THEODORE P. GREENE,
*Captain, Commanding Navy at New Orleans.*

Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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[Telegram.]

BRIDGEPORT, ALA., [*May*] *20, 1865.*

Captain Forrest left here, 18th instant, to report in person to you. Yesterday, at Bellefonte, Colonel Norwood,* C. S. Army, officers and men, 202 in number, surrendered to me and were paroled.

G. MORTON,
*Acting Master, Commanding pro tem.*

Admiral S. P. LEE,
*Mound City.*

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*Report of Lieutenant-Commander Cornwell, U. S. Navy, commanding Second District, referring to conditions since suspension of hostilities.*

U. S. S. CHOCTAW,
*Bayou Sara, May 21, 1865.*

SIR: In this district every exertion has been made to prevent Jeff. Davis or his party crossing the river. The gunboats have been kept patrolling the river, making enquiries of negroes and others along the bank, sending the boats to watch the places best suited for crossing, etc. I have made frequent trips through the district to see that the orders were carried out, but I have not complied fully with your orders to live on a tinclad, as I had but two, and it was necessary for them to have a regular station to watch.

The *Silver Lake* was assigned to this district by you, if she was not needed by Lieutenant-Commander Grafton. He told me that he would send her down to me as soon as the *Collier*, which was then repairing, should be ready for service. Lieutenant-Commander

*Unidentified.

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Foster has not sent her, however, stating that he had no orders to do so.

There have been, as you predicted, many reports that Jeff. Davis was across the river, and it was fully believed by the army to be true, as well as by the inhabitants along the river.

Since the suspension of hostilities I have visited the plantations in this neighborhood, finding the owners in rather an excited state and the negroes not understanding exactly in what position they are to be placed. The provost-marshal has, I believe, made a temporary arrangement with the planters and the negroes; that they are to remain on their plantations and await the action of the Government on the subject.

Many of the planters have invited me to visit them. They seem to be more anxious to see the officers of the Navy than those of the Army; perhaps because most of the troops in this district are negroes, against whom there is a violent prejudice. Many of the people are talking of moving to another country; but I think that most of the better class are only awaiting some proclamation from the President that will place before them something definite. They will then go to work, quietly adapting themselves to the new order of things.

* * * * * * *

Very respectfully,

JOHN J. CORNWELL,
*Lieutenant-Commander, Comdg. 2d Dist. Miss. Squadron.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, for cooperation with Major-General Sheridan, U. S. Army, as required.*

MOUND CITY, *May 24, 1865.*

SIR: General Sheridan intends to garrison Shreveport and Alexandria, and wishes to have one or two light-draft gunboats plying between those places. In this and in all other matters you will cooperate cordially with General Sheridan on learning his wishes.

The following vessels will ultimately compose your division: *St. Clair*, *Fort Hindman*, *Collier*, *Gamage*, *Little Rebel*, and tug *Fern*. The Department directs, under date of 22d May, that the *Choctaw* and *Lafayette* be laid up in ordinary at New Orleans, towing them over to Acting Rear-Admiral Thatcher, when stripped and the officers and crews are detached. Send a regular officer to New Orleans to deliver to Acting Rear-Admiral Thatcher the enclosed open communication and execute this order. Send with them one of the tinclads that is to come here, to bring back the officers, who will consider themselves detached from the time the vessels are laid up. Transfer the crews of the *Lafayette* and *Choctaw* to the West Gulf Squadron, as directed by the Bureau of Equipment and Recruiting under date of 11th instant.

Lieutenant-Commander McCauley will give you a copy of my instructions to him for your information and guidance. Give me the

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earliest possible advice, by special messenger if necessary, of the state of affairs at Red River arising from the surrender of the rebel naval force.

Report to me what gunboats you send up Red River, and how long there will be sufficient water for them in the upper part of the river.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. P. FOSTER,
*Commanding Third District.*

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[Telegram.]

NAVY DEPARTMENT, *May 22, 1865.*

The boats of the Quartermaster's Department are the *General Grant*, *General Sherman*, *General Thomas*, and *General Burnside.*

G. WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

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*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the reduction of the squadron under his command.*

NAVY DEPARTMENT, *May 22, 1865.*

SIR: You will lay up the ironclads *Choctaw* and *Lafayette* in ordinary at New Orleans, turning them over to Acting Rear-Admiral Thatcher, when stripped and the officers and crews are detached. The *Carondelet* and *Chillicothe* and *Ozark* may be laid up at Mound City. Such tinclads and other vessels as are not required will be sold under the directions of the Bureau of Construction, to which you will furnish a list and all information necessary touching the subject.

Lieutenant-General Grant does not consider it necessary to have men-of-war upon any river but the Mississippi, and if there should be any combined operations upon the Red River, not now anticipated, he will only require a few vessels.

With this view of the subject, you will propose to the Department the names of the vessels to be retained in commission.

Very respectfully,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

---

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Forrest, U. S. Navy, regarding preparation of vessels equipped by the Navy to be turned over to the Quartermaster's Department.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, Ill., May 22, 1865.*

SIR: The Department directs me, under date of 8d May, to have the vessels belonging to the Army or Quartermaster's Department in use

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in this squadron, dismantled of naval property and turned over to them.

Ascertain from General Thomas to what quartermaster the steamers *General Grant*, *General Sherman*, *General Thomas*, and *General Burnside* shall be delivered, and turn them over to him. Apply to General Thomas for one train sufficient to bring the officers and men attached to the vessels and the guns, ordnance, paymaster's and other stores which have been furnished by the Navy Department, to Nashville, where a gunboat and two barges will be sent by Lieutenant-Commander Fitch in full time to receive and bring them to this place. Confer and arrange with Lieutenant-Commander Fitch on this subject; use dispatch in making your preparations and arrangements for the transfer.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant M. FORREST,
*Commanding Eleventh District, Mound City.*

---

*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Canby, U. S. Army, regarding orders for U. S. S. Manhattan to proceed to New Orleans.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, May 23, 1865.*

GENERAL: Your telegram of the 18th instant is received. Orders from the Navy Department to proceed to New Orleans were delivered to the *Manhattan* on the morning of the 15th instant, and the commanding officer of the vessel which took them and returned here immediately on their delivery reported that Lieutenant-Commander Foster said he would have the *Manhattan* underway by 9 a. m. of that date.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Major-General E. R. S. CANBY,
*Comdg. Mil. Div. West Mississippi, New Orleans, La.*

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[Telegram.]

MOUND CITY, *May 26, 1865.*

Application is made to establish a ferry 20 miles below Johnsonville, on Tennessee. Is there any objection to this or to reopening ferries on Tennessee and Cumberland below Florence and Nashville?

S. P. LEE,
*Acting Rear-Admiral.*

Major-General GEORGE H. THOMAS, U. S. Army.

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Pope, U. S. Army, regretting delay in sending gunboats to Missouri River as requested.*

MOUND CITY, *May 26, 1865.*

GENERAL: I regret the delay that has arisen in sending gunboats to the Missouri according to your request. Two were ordered from the Tennessee for that purpose, but before they left the military authorities called for their assistance as convoy and guard to rebel prisoners to be sent from Nashville by river. The reduction of this squadron by the Navy Department's order rendered necessary an entire reorganization of its different divisions, and much transferring of officers and men. I designed, when the organization of the upper division on the Mississippi should be completed, to send from it the two gunboats you requested. The Navy Department now informs me, however, that Lieutenant-General Grant does not consider it necessary to keep men-of-war on any river but the Mississippi.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Major-General JNO. POPE,
*Commanding Military Division of the Missouri, St. Louis.*

---

*Surrender of men and material of the C. S. Navy in Red River, forming part of the trans-Mississippi Department under command of General E. Kirby Smith, C. S. Army, in accordance with terms of military convention of May 26, 1865.*

[Telegram.]

MOUND CITY, *May 28, 1865—12:40 p. m.*
(Received 12:30 a. m., 29th.)

Telegram just received from General Canby via Memphis, dated 26th, indicates that rebel navy has surrendered to Mississippi and West Gulf Squadrons. He has notified Lieutenant-Commander Foster that he might act in my stead, to whom I have sent instructions to do so.

S. P. LEE,
*Acting Rear-Admiral, Commanding.*

Hon. GIDEON WELLES,
*Secretary Navy.*

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**Terms of a military convention * entered into this 26th day of May, 1865, at New Orleans, La., between General E. Kirby Smith, C. S. Army, commanding the Department of trans-Mississippi, and Major-General E. R. S. Canby, U. S. Army, commanding the Army and Division of West Mississippi, for the surrender of the troops and public property under the control of the military and naval authorities of the Trans-Mississippi Department.**

I. All acts of war and resistance against the United States on the part of the troops under General Smith shall cease from this date.

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* See also Official Records of the Union and Confederate Armies, vol. 48, pt. 2.

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II. The officers and men to be paroled until duly exchanged or otherwise released from the obligation of their parole by the authority of the Government of the United States. Duplicate rolls of all officers and men paroled to be retained by such officers as may be designated by the parties hereto, officers giving their individual paroles and commanders of regiments, battalions, companies, or detachments signing a like parole for the men of their respective commands.

III. Artillery, small arms, ammunition, and other property of the Confederate States Government, including gunboats and transports, to be turned over to the officers appointed to receive the same on the part of the Government of the United States. Duplicate inventories of the property to be surrendered to be prepared, one copy to be retained by the officer delivering and the other by the officer receiving it, for the information of their respective commanders.

IV. The officers and men paroled under this agreement will be allowed to return to their homes, with the assurance that they will not be disturbed by the authorities of the United States as long as they continue to observe the conditions of their parole and the laws in force where they reside, except that persons resident in the Northern States, and not excepted in the amnesty proclamation of the President, may return to their homes on taking the oath of allegiance to the United States.

V. The surrender of property will not include the side arms or private horses or baggage of officers.

VI. All horses which are in good faith the private property of enlisted men will not be taken from them. The men will be permitted to take such with them to their homes, to be used for private purposes only.

VII. The time, mode, and place of paroling and surrender of property will be fixed by the respective commanders, and it will be carried out by commissioners appointed by them.

VIII. The terms and conditions of this convention to extend to all officers and men of the Army and Navy of the Confederate States, or any of them being in or belonging to the Trans-Mississippi Department.

IX. Transportation and subsistence to be furnished at public cost for the officers and men (after being paroled) to the nearest practicable point to their homes.

S. B. BUCKNER,
*Lieutenant-General and Chief of Staff.*
(For General E. Kirby Smith.)

P. Jos. OSTERHAUS,
*Major-General of Volunteers and Chief of Staff.*
(For Major-General E. R. S. Canby, commanding Military Division of West Mississippi.)

Approved:
E. R. S. CANBY,
*Major-General, Commanding Army and Division of West Mississippi.*

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*Supplemental articles.*

I. The troops and property to be surrendered within the limits of the Division of the Missouri will be turned over to commissioners appointed by the commander of that division.

II. The men and material of the C. S. Navy will be surrendered to commissioners appointed by the commanders of the Mississippi and West Gulf Squadrons, respectively, according to the limits in which said men and materials may be found.

III. If the United States troops designated for the garrisons of interior points should not reach their destination before the work of paroling is completed, suitable guards will be detailed for the protection of the public property. These guards, when relieved by the United States troops, will surrender their arms and be paroled in accordance with the terms of this convention.

S. B. BUCKNER,
*Lieutenant-General and Chief of Staff.*
(For General E. K. Smith.)

P. Jos. OSTERHAUS,
*Major-General of Volunteers and Chief of Staff.*
(For Major-General E. R. S. Canby, commanding Military Division of West Mississippi.)

Approved:
ED. R. S. CANBY,
*Major-General, Commanding Army and Division of West Mississippi.*

Approved:
E. KIRBY SMITH, *General.*

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**Report of Lieutenant-Commander Foster, U. S. Navy, regarding transportation furnished to Confederate generals desiring to negotiate terms of surrender.**

U. S. S. LAFAYETTE,
*Off Mouth Red River, May 25, 1865.*

SIR: I return the communication for Colonel Sprague, as he has returned up the river.

I yesterday ordered the *Gazelle* to Baton Rouge with the rebel generals Buckner and Price, who came down Red River and desired to see General Canby to negotiate a surrender, if they were offered terms which they would accept.

I do not know what their terms are, but I have no doubt, from what I can learn, that there will be an immediate surrender.

I am, very respectfully, your obedient servant,

JAS. P. FOSTER,
*Lieutenant-Commander.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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**Letter from Major-General Canby, U. S. Army, to Lieutenant-Commander Fitzhugh, U. S. Navy, requesting convoy for troops sent to garrison the surrendered posts.**

MILITARY DIVISION OF WEST MISSISSIPPI,
*New Orleans, La., May 27, 1865.*

CAPTAIN: I am instructed by the major-general commanding to inform you that forces of the Trans-Mississippi Department were formally surrendered to him yesterday afternoon. It becomes necessary, in consequence, to send United States troops to garrison the various posts in that department, and three steamers with about 4,000 men will leave this city early in the coming week for points on the Red River. I am directed to request that you will assign two or three gunboats to act as convoy to these vessels, and that they will be held in readiness at the mouth of the Red River to move forward the moment the troops arrive.

Requesting the favor of an early reply, I have the honor to be,
Very respectfully, your obedient servant,

C. T. CHRISTENSEN,
*Lieutenant-Colonel, Assistant Adjutant-General.*

Captain FITZHUGH,
*Commanding Naval Division, Mouth of Red River.*

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**Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, confirming request of Major-General Canby, U. S. Army.**

MOUND CITY, *May 28, 1865—10 a. m.*

SIR: I enclose a copy of a telegraphic dispatch dated May 26, instant, just received from Major-General E. R. S. Canby at New Orleans, announcing the proposed surrender of the men and material of the Confederate States Navy to the Mississippi and West Gulf Squadrons, and that he has asked you to act for me in my absence, and desiring that I will confirm this, which I hereby do. You will accordingly act in my behalf in the premises.

In your absence Lieutenant-Commander W. E. Fitzhugh is hereby substituted for you, with like authority.

I am, sir, very respectfully,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander JAMES P. FOSTER, U. S. Navy.

[Enclosure.]

NEW ORLEANS, La., *May 26, 1865.*

By the terms of the convention entered into to-day the men and material of the C. S. Navy in the Trans-Mississippi Department are to be surrendered to Mississippi and West Gulf squadrons.

As the commissioners desire to return at once, I will ask Captain Foster to act for you.

Will you please confirm this.

E. R. S. CANBY,
*Major-General.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

[Same to Acting Rear-Admiral H. K. Thatcher, substituting Captain Greene's name for that of Captain Foster.]

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**Report of Lieutenant-Commander Fitzhugh, U. S. Navy, on assuming command of the Third Division.**

U. S. S. OUACHITA,
*Mouth of Red River, May 28, 1865.*

SIR: In obedience to General Order No. 66 of the admiral commanding Mississippi Squadron, I have the honor to state that I have assumed command of the Third Division and have attempted to carry out the instructions as far up as this parish, where I have been necessarily delayed, owing to the recent large exchange of Government and rebel prisoners, which has recently taken place; and also to learn the result of the consultation of the rebel generals Buckner and Price, who recently visited New Orleans with a view of surrendering the army of the so-called Trans-Mississippi Department.

I herewith enclose a list of the changes which I have thus far made in the officers of this division who have not resigned, to vessels which are to remain, in place of those who have resigned, whom I have sent up the river on vessels ordered to Mound City.

I am, sir, very respectfully, your obedient servant,

W. E. FITZHUGH,
*Lieutenant-Commander, Comdg. 3d Div. Mississippi Squadron.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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**Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, revoking previous orders in view of the surrender.**

MOUND CITY, *May 28, 1865.*

SIR: I understand from General Canby's telegraphic dispatch of the 26th instant, concerning which I have just instructed you, that the rebel gunboat force up Red River has surrendered to me as commander of the Mississippi Squadron. If this is so, my order of May 19 to come up here is revoked.

Report your proceedings to me as soon as possible by *Abeona* now and by special messenger, if necessary, hereafter.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. P. FOSTER,
*Commanding Third District Mississippi Squadron.*

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[Telegram.]

MOUND CITY, *May 28, [1865]—10 a. m.*

Your telegram of 26th instant just received.

I will confirm the action taken for me, at your request, in carrying out the convention of May 26, by Lieutenant-Commander J. P. Foster, or in his absence by Lieutenant-Commander W. E. Fitzhugh.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Major-General EDW. R. S. CANBY,
*Comdg. Division of West Mississippi, New Orleans, La.*

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**Report of Lieutenant-Commander Fitzhugh, U. S. Navy, naming vessels assigned to convoy troops in Red River at request of Major-General Canby, U. S. Army.**

U. S. S. OUACHITA,
*Mouth of Red River, May 28, 1865.*

SIR: I have the honor to inform you that I to-day received a communication from General Canby, informing me of the surrender of the rebel forces of the so-called Trans-Mississippi Department, and requesting that two gunboats be detailed to convoy 4,000 troops in transports up the Red River.

I have selected the *Ouachita*, *Kenwood*, and *Little Rebel* as being the most suitable to accompany the transports and to receive the vessels and other property belonging to the Navy.

I am, sir, very respectfully, your obedient servant,

W. E. FITZHUGH,
*Lieut. Comdr., U. S. N., Comdg. 3d Dist. Miss. Squadron.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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**Letter from Lieutenant-Commander Fitzhugh, U. S. Navy, to Major-General Canby, U. S. Army, acknowledging request for gunboats for convoy duty in Red River.**

U. S. S. OUACHITA,
*Mouth of Red River, May 28, 1865.*

GENERAL: I have the honor to acknowledge the receipt of your communication of the 27th instant, relating to the surrender of the rebel forces of the so-called Trans-Mississippi Department, and requesting two gunboats to convoy the troops up the Red River. In reply I would respectfully state that suitable vessels will be in readiness to accompany the expedition. Should it be desirable, an ironclad can also be detailed.

I am, sir, very respectfully, your obedient servant,

W. E. FITZHUGH,
*Lieut. Comdr., U. S. Navy, Comdg. 3d Div. Miss. Squadron.*

Major-General E. R. S. CANBY,
*Comdg. Mil. Div. of West Mississippi, New Orleans, La.*

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[Telegram.]

NEW ORLEANS, LA., *May 29, 1865.*

COMMANDING OFFICER: Please forward the following dispatch at once:

On the 27th I wrote to you informing you that transports with about 4,000 troops would be sent up Red River and requesting you to have two or three gunboats ready at its mouth to convoy the transports. Can you spare boats for this purpose? Please answer by telegraph.

E. R. S. CANBY, *Major-General.*

Captain FITZHUGH,
*Commanding Naval Division Mouth of Red River.*

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**Report of Acting Rear-Admiral Lee, U. S. Navy, regarding orders issued for cooperation with Major-General Sheridan, U. S. Army, in Red River.**

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, May 30, 1865.*

SIR: Major-General Sheridan, whom I saw yesterday at Cairo on his way to assume command of the United States forces west of the Mississippi, informed me that he intended to garrison Alexandria and Shreveport, and requested me to send one or two gunboats into Red River to patrol between those points. I accordingly directed the divisional officer at Red River to comply with this request, and always to cooperate cordially with General Sheridan on learning his views.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Telegram.]

DEPARTMENT OF THE GULF,
*New Orleans, May 30, 1865.*

Dispatch of 28th received. Besides two tinclads for the Red River, I should like to have one ironclad to go up as far as Alexandria and one tinclad to go up the Washita [Ouachita]. Can that be done?

E. R. S. CANBY,
*Major-General.*

Captain FITZHUGH,
*U. S. S. Ouachita, Mouth of Red River.*

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**Letter from Lieutenant-Commander Fitzhugh, U. S. Navy, to Major-General Canby, U. S. Army, regarding readiness for service.**

U. S. S. OUACHITA,
*Mouth of Red River, May 31, 1865—7:20 p. m.*

GENERAL: I have the honor to acknowledge the receipt of your dispatch of yesterday's date. I have seven wooden and two ironclad vessels in readiness.

I am, sir, very respectfully, your obedient servant,

W. E. FITZHUGH,
*Lieut. Comdr., Comdg. Third Div. Mississippi Squadron.*

Major-General CANBY.



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[Telegram.]

NEW ORLEANS, *May 30*, [*31?*], *8:30 p. m., 1865.*

Your dispatch is received. I feel under many obligations. The first detachment of troops, about 4,000, leave here some time to-night.

E. R. S. CANBY,
*Major-General.*

Lieutenant-Commander W. E. FITZHUGH, U. S. Navy,
*Mouth Red River.*

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**Report of Lieutenant-Commander Fitzhugh, U. S. Navy, regarding readiness for convoy service in Red River in cooperation with Major-General Canby, U. S. Army, and referring to steamers Cotton and General Quitman.**

U. S. S. OUACHITA,
*Mouth of Red River, May 31, 1865.*

SIR: I have the honor to inform you that General Canby apprised me on the evening of the 27th ultimo of the surrender of the rebel forces in what is known as the Trans-Mississippi Department, and requesting two gunboats to be detailed to convoy troops and transports up the Red River. Since then I have received the enclosed telegraphic dispatch, asking for a larger number. I have now at this point the *Lafayette*, *Benton*, *Ouachita*, *Kenwood*, *Collier*, and *Little Rebel*. The *Fort Hindman*, *Gamage*, and *Argosy* will be here by to-morrow morning. All these vessels are in readiness for immediate use, and no delay will occur in convoying the transports. I do not expect to use all these vessels, but will keep them in the event of their being required. From the lawless condition of the soldiers and others up Red River and Ouachita River, which has been represented to me by persons on the recent flag truce, I think it may be necessary to take up a sufficient force to intimidate them in case of a premeditated attack upon the transports. The river is so high that there is no danger in vessels going up as far as Alexandria. From the enclosed telegraph dispatch I expect the transports containing the 4,000 men to arrive to-night or early in the morning, and, as everything is in readiness, I think the expedition will proceed without delay to Alexandria. The rebel steamer *Cotton* (formerly the *Mary T.*) and *General Quitman* (which brought out exchanged prisoners under a flag of truce, and the rebel representative of Kirby Smith to General Canby, and commissioner of exchange), will remain at this point in a disabled condition, and will not be able to return for a length of time. I shall not permit either of them to move either up or down the Mississippi until their proper transfer takes place. General Buckner and Captain [Jonathan H.] Carter, formerly of the U. S. Navy, are still at New Orleans, or on their way up.

I am, sir, very respectfully, your obedient servant,

W. E. FITZHUGH,
*Lieut. Commander, U. S. Navy, Comdg. U. S. S. Ouachita.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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**Letter from Acting Rear-Admiral Lee, U. S. Navy, to Major-General Sheridan, U. S. Army, seeking information regarding surrendered men and material of the C. S. Navy.**

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, June 1, 1865.*

GENERAL: I enclose a copy of a telegram from Major-General Canby, dated 26th ultimo, relative to the surrender of men and material of the rebel Navy.

I understood by this that the surrender of the men and material of the C. S. Navy within the limits of my command is to be made to me as commander of the Mississippi Squadron and that such men and material of the C. S. Navy as may be at Galveston and other Gulf ports will be surrendered to Acting Rear-Admiral Thatcher, commander of the West Gulf Squadron, as being within the limits of his command.

This course would be regular and proper, and I hope that it will be observed. The same portion of the rebel naval force should not be surrendered to both squadrons.

Will you be good enough to acquaint me with the steps you may take to avoid confusion and insure regularity in the terms of the surrender of the men and material of the C. S. Navy.

The limits of the West Gulf Squadron extend from the Mexican line to just eastward of Pensacola, and up the Mississippi only to New Orleans, and of this squadron from New Orleans up the Mississippi, embracing its tributaries and connecting rivers and bayous.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Major-General P. H. SHERIDAN,
*Commanding U. S. Forces, West of the Mississippi.*

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**Report of Lieutenant-Commander Foster, U. S. Navy, regarding conditions in the Red River and the position of the Confederate steamers Missouri and Mattie S.**

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, June 1, 1865.*

ADMIRAL: In obedience to yours of the 19th May, ultimo, I have the honor to make the following report:

On the 25th ultimo I had a long conversation with Colonel Scymansky, the rebel commissioner of exchange. During our conversation he told me that the Red River was higher than it had been for years and that any class of steamers would have no difficulty in its navigation, and the only danger to be apprehended would be from torpedoes, which have been laid down within the last ten or twelve months. From what he acknowledged to me, the principal part of them are placed at the following points: Alexandria, Snaggy Point, and near Fort De Russy. He also told me that only two or three pilots had any knowledge of them whatever. These statements have been verified to me by several reliable men that have come down the river recently. When I left Red River the *Missouri* was lying above the falls at Alexandria, and the *Mattie S.* in the mouth of Red River

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is in a disabled condition, having broken quite a number of her wheel arms on her trip down the river with rebel commissioners. These are the only gunboats that they pretend to have.

I have the honor to be, sir, very respectfully, yours,

JAS. P. FOSTER,
*Lieutenant-Commander, Commanding Third Division.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City.*

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**Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, to receive the surrender of men and material of the C. S. Navy in Red River.**

MOUND CITY, *June 1*, [*1865*].

SIR: Your report of this date, called for by my order of the 28th ultimo, is received.

I enclose a copy of General Canby's telegram of the 26th ultimo, respecting the surrender of the men and material of the Confederate States Navy to the Mississippi and West Gulf Squadrons. I understand by this that the surrender of the men and material of the Confederate States Navy within the limits of my command is to be made to me as the commander of the Mississippi Squadron, and that such men and material of the Confederate States Navy as may be at Galveston and other Gulf ports will be surrendered to Acting Rear-Admiral Thatcher, commander of the West Gulf Squadron, as being within the limits of his command.

Return immediately to Red River and take prompt and proper steps for receiving the surrender of the men and material of the Confederate States Navy up Red River to me as commander of this squadron. See that the formal official papers clearly state that the surrender of the same is to this squadron only. Take proper steps for the paroling of the men, and bring the material to the mouth of Red River. Hold a survey on the same and report the result in duplicate, showing the number, kind, and value of the vessels, guns, ordnance material, and all other naval material and supplies. Invoices must be taken of this property as soon as possible, without waiting for its arrival at the mouth of Red River. Detail a business-like officer to attend to this matter, and have the survey held by competent officers.

Obtain the services of one or two persons well informed of the location of torpedoes in the Red River, and take prompt and efficient measures for their removal.

Make a full report of the number, kind, and location of the torpedoes removed, and of the disposition made of them.

I enclose a copy of a letter from Lieutenant-Colonel Christensen to Lieutenant-Commander Fitzhugh, dated 27th instant, with the endorsement of the latter; also triplicates of my orders to you of the 28th ultimo. Cooperate cordially with the military authorities. Forward the enclosed communication to Major-General Canby by the earliest opportunity. Retain the *Kenwood* if you find it necessary, and advise me of so doing.

If there is a Confederate States Navy yard up Red River, take possession of it, send me duplicate invoices of property there, and

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send down any articles of public property the removal of which would be to the public interest.

Send duplicate invoices of property retained at the said navy yard and the value of same. Place a really reliable officer in charge thereof, take all necessary action promptly, and report fully.

Report to me for discharge all pilots whose services are not needed.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. P. FOSTER,
*Commanding Third Division, Mississippi Squadron.*

[Enclosure.]

MOUND CITY, *June 1*, [*1865*].

GENERAL: Your telegram of May 26 states by the terms of the convention entered into to-day the men and material of the Confederate States Navy, in the terms, are to be surrendered to Mississippi and West Gulf squadrons.

I understand by this that the surrender of the men and material of the Confederate States Navy within the limits of my command is to be made to me as commander of the Mississippi Squadron, and that such men and material of the Confederate States Navy as may be at Galveston and other Gulf ports will be surrendered to Acting Rear-Admiral Thatcher, commander of the West Gulf Squadron, as being within the limits of his command.

This course would be regular and proper, and I hope that it will be observed. The same portion of the rebel naval force should not be surrendered to both squadrons. Will you be good enough to give me an official copy of the convention and acquaint me with the steps you may take to avoid confusion and insure regularity in the terms of surrender of the men and material of the Confederate States Navy within the limits of my command, which extends from New Orleans up the Mississippi, embracing its tributaries and connecting rivers and bayous.

I have the honor to be, general, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Major-General E. R. S. CANBY,
*Commanding the Department of the Gulf, New Orleans.*

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**Report of Lieutenant-Commander Fitzhugh, U. S. Navy, regarding the receiving of surrender of men and material of C. S. Navy, in Red River.**

U. S. S. OUACHITA,
*Alexandria, La., June 3, 1865.*

SIR: I have the honor to report that in obedience to your orders of May 28, 1865, relating to the surrender of the men and material of the C. S. Navy to the Mississippi and West Gulf Squadrons, I started up the Red River with the *Benton*, *Ouachita*, *Fort Hindman*, and tug *Fern*, in company with Major-General Herron and his steamer, the *Ida May*, in advance of the troops. We met with no resistance whatever, all whom we saw being apparently well dis-

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posed. The vessels arrived off that place last evening, and this morning I met Lieutenant Commanding J. H. Carter, commanding naval forces, Trans-Mississippi Department, and received from him the ironclad *Missouri* and the parole of himself, officers, and crew (which I respectfully herewith submit).

Lieutenant Commanding J. H. Carter informs me that the *Missouri* is the only naval vessel on the Red River or its tributaries, but that there is a quantity of property at Shreveport, La. The *Champion*, one of the pump boats, captured in the late expedition up this river, is here, but belongs to the Quartermaster's Department and has been turned over to the Army.

The steamer *Cotton*, Lieutenant Commanding Carter informs me, has never been paid for, and is turned over to her original owners, which right I shall question, as she is known to have taken quite an active part in naval operations. The steamer *General Hodges* is lying here at the bank, and a number of other steamers between this and Shreveport, but as they are all claimed by private individuals they may avoid seizure. The *Missouri* I have brought below the falls and am cleaning up, preparatory to his leaving for the mouth of the river. She is a very formidable vessel, plated with railroad iron, resembling the *Tennessee* in some respects, but differs from her, however, in having a wheel in a recess aft. Her battery consists of one 11-inch gun, one 9-inch, and one heavy 32-pounder. She has been built of green timber, calked with cotton, leaks badly, and, I understand, is very slow. From all I can judge of her, I do not consider her of any use as an ironclad. I have detailed several officers and 51 men to carry her down. I shall send her and the *Benton* down to-morrow, with directions for her to remain at the mouth of the river until further instructions.

I shall take the *Fort Hindman* and proceed up the river in company with General Herron to-morrow to Shreveport, to receive such property as may belong to the Navy. The river is falling, and it will not be prudent to carry a vessel drawing more water than the *Fort Hindman*, which draws 5 feet. Vessels of this draft can remain above the falls about two weeks, and it will not be prudent to remain longer than that length of time. Two light-draft tinclads will be amply sufficient to patrol the river during the time it will be navigable.

I hope to be down to the mouth of the river in a few days, when I hope to be able to give you the full result of this expedition.

I am, sir, very respectfully, your obedient servant,

W. E. FITZHUGH,
*Lieutenant-Commander, U. S. Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

[Enclosure.]

*List of Confederate naval prisoners paroled at Alexandria, La., June 3, 1865, by Lieutenant-Commander W. E. Fitzhugh, U. S. Navy.*

*Officers.*—Lieutenant Commanding J. H. Carter, C. S. Navy; Acting Master E. Alexander, C. S. Navy; Acting Master Robert Benthall, C. S. Navy; Acting Master J. M. Douglass, C. S. Navy; First Lieutenant F. M. Roby, C. S. Navy; First Lieutenant William O.

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Crain, C. S. Navy; Second Lieutenant R. B. Larmour, C. S. Navy; Second Lieutenant J. C. Holcomb, C. S. Navy; Passed Midshipman William H. Shaw, C. S. Navy; Acting Master's Mate Robert Aikman, C. S. Navy; Pilot Benoist W. Ray, C. S. Navy; Pilot Proctor Antrim, C. S. Navy; Pilot Joseph Boisseau, C. S. Navy; Assistant Surgeon John E. Duffie, C. S. Navy; Assistant Paymaster W. A. Hearn, C. S. Navy; Commodore's Secretary Thomas H. Clark, C. S. Navy; Second Assistant Engineer C. Covent, C. S. Navy; Second Assistant Engineer John E. Esnard, C. S. Navy; Second Assistant Engineer F. P. Jones, C. S. Navy; Second Assistant Engineer A. Clayton, C. S. Navy; Second Assistant Engineer J. W. Dorsey, C. S. Navy; Third Assistant Engineer M. J. Duty, C. S. Navy; Third Assistant Engineer U. H. Quirk, C. S. Navy; Acting Carpenter C. Moore, C. S. Navy.

*Men.*—John McCann, quartermaster; H. Fillebrand, first-class fireman; J. C. Osborne, ship's steward; J. Johnson, first-class fireman; Peter Williams, first-class fireman; John Dawson, first-class fireman; William McKinney, first-class fireman; Francis Delbrill, quartermaster; F. J. Lucar, quarter gunner; M. Minot, quartermaster; M. C. Lawson, ship's steward; T. H. Arnod, ordinary seaman; William Tinnley, ordinary seaman; B. L. Hight, ordinary seaman; William P. Riley, ordinary seaman; M. Pursell, ordinary seaman; Isaac Aaron, ordinary seaman; Jacob Grunhaup, seaman.

Officers, 24. Men, 18. Total, 42.

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**Letter from Major-General Reynolds, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, requesting assistance of gunboats in Red and Ouachita Rivers to insure transportation of troops and supplies.**

HEADQUARTERS DEPARTMENT OF ARKANSAS,
*Little Rock, Ark., June 4, 1865.*

ADMIRAL: The occupation of points in the southwestern portions of this department has rendered the carrying of troops and supplies by way of Red River important and necessary. I have the honor to request that you will issue such orders to commanding officers of gunboats on Red River as will secure the passage of boats plying under authority from these headquarters without interruption. The recent disbandment of rebel troops has compelled hasty action, and points have already been occupied by troops in this department. A copy of a letter (sent by steamer cleared by my order) to the commanding officer of the Third Division is furnished for your information. Anticipating the action of that officer, I respectfully request that you will approve.

I have the honor to be, yours, respectfully,

J. J. REYNOLDS,
*Major-General.*

Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

[Enclosure.]

HEADQUARTERS DEPARTMENT OF ARKANSAS,
*Little Rock, Ark., June 4, 1865.*

CAPTAIN: The city of Camden, on the Ouachita River, having been recently occupied by troops of this department, I have the honor to

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request that you will permit steamboats carrying troops or supplies under authority from these headquarters to pass up Red and Ouachita rivers to points within this department. Recent developments and events have rendered immediate action necessary, hence this direct request to you. The attention of Admiral Lee has been invited to this matter, and it is expected that you will receive instructions for your future guidance from him.

I have the honor to be, very respectfully, etc.,

J. J. REYNOLDS,
*Major-General.*

Lieutenant-Commander W. E. FITZHUGH,
*Third Division, etc.*

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**Letter from Major-General Canby, U. S. Army, to Acting Rear-Admiral Lee, U. S. Navy, transmitting copy of general order embracing the terms of surrender.**

HEADQUARTERS DEPARTMENT OF THE GULF,
*New Orleans, June 6, 1865.*

ADMIRAL: I have the honor to acknowledge the receipt of your communication of the 1st instant, and to enclose an official copy of the order* relating to the convention entered into on the 26th ultimo for the surrender of the Confederate forces and property in the trans-Mississippi Department.

The second of the supplemental articles [in the Terms of the Military Convention †] provides for the surrender of the men and material of the rebel Navy to commissioners appointed by the respective squadron commanders. I have no reason to believe that this will not be carried out in good faith, and I am advised officially that the naval property at Alexandria has already been turned over to your representative, Commander Fitzhugh, U. S. Navy. The same course will no doubt be pursued with any other property that may be found within the limits of your squadron.

Very respectfully, sir, your obedient servant,

E. R. S. CANBY,
*Major-General.*

Rear-Admiral S. P. LEE, U. S. Navy,
*Commanding Mississippi Squadron, Mound City, Ill.*

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**Report of Acting Rear-Admiral Lee, U. S. Navy, reviewing conditions in Red River.**

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, June 7, 1865.*

SIR: Lieutenant-Commander W. E. Fitzhugh reports, under date of 31st May, that on the 27th General Canby apprised him of the surrender of the rebel force west of the Mississippi and requested that two gunboats might be detailed to convoy 4,000 troops on transports up Red River. On the 30th General Canby requested that an ironclad might be sent as far up Red River as Alexandria

* See p. 228. † See p. 221.

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and a tinclad into the Ouachita (or Washita), all of which Lieutenant-Commander Fitzhugh arranged to do.

He states that from the lawless condition of the soldiers and others on Red and Ouachita rivers, as represented to him by persons on a recent flag of truce, he thinks it may be necessary to take up a sufficient force to intimidate them in case of a premeditated attack on the transports; the river is so high that there is no danger in sending vessels as far as Alexandria.

Lieutenant-Commander Fitzhugh expected the transports with the 4,000 troops to arrive on the night of the 31st or early in the morning of the 1st instant.

I have no particulars as yet concerning the surrender of the rebel naval force on Red River. I gave minute instructions to Lieutenant-Commander Foster on the 1st instant regarding receiving the surrender and taking charge of the property, and when his report is received will notify the Department. I enclose a copy of my letter of instructions to Lieutenant-Commander Foster, and request that the Department will review it and give me such instructions as it may consider necessary.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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**Report of Major-General Herron, U. S. Army, referring to the surrender of the C. S. S. Missouri and Cotton (or Mary T.) in Red River.**

HEADQUARTERS NORTHERN DISTRICT OF LOUISIANA,
*Shreveport, La., June 8, 1865.*

GENERAL: We reached Grand Ecore on the 5th instant, leaving the Twenty-first Iowa Infantry and two squadrons of the Sixth Missouri Cavalry as garrison at that place. * * * Late on the evening of the 6th we reached Shreveport, the troops, however, not getting here until the evening of the 7th instant. * * * There is an immense amount of private property, cotton, etc., along this river waiting an opportunity to get down, and I believe it should be pushed through while the river is up. The country is badly off for supplies, and I hope all parties will be permitted to bring them up. It will do much toward restoring good feeling. Captain Fitzhugh, of the Navy, accompanied me to this point, and leaves to-day for the Mississippi. He received from the rebel naval officer the ironclad gunboat *Missouri* and a supply steamer, the *Cotton*. We found in the quartermaster's department but two boats, the *Champion* and *Beauregard*. * * *

Respectfully, your obedient servant,

F. J. HERRON,
*Major-General.*

Major-General N. P. BANKS,
*Commanding Department of the Gulf.*

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**Report of Acting Rear-Admiral Lee, U. S. Navy, referring to disposition of steamer Missouri, and transmitting report and list of paroled prisoners.**

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, June 10, 1865.*

SIR: I transmit enclosed a copy of a report from Lieutenant-Commander W. E. Fitzhugh concerning the surrender of the rebel naval force in Red River, with its enclosures; also (2) a list of the rebel officers and men paroled by him.

I shall order the *Missouri* to this place or Memphis, provided she draws no more water than the ironclads of the squadron which are ordered here. If she does, I will keep her at the mouth of Red River, to be disposed of as the Department shall direct in the case of the Tennessee.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosures.]

*Roll of prisoners of war, Confederate States naval forces, Trans-Mississippi Department, commanded by Lieutenant Commanding J. H. Carter, C. S. Navy, surrendered at Shreveport, La., by Lieutenant Commanding J. H. Carter, C. S. Navy, to Acting Rear-Admiral S. P. Lee, U. S. Navy, May 26, 1865, and paroled at Shreveport, La., June 7, 1865.*

| Name. | Rank. | Vessel. | Residence. |
|---|---|---|---|
| Charles Brooke | Seaman | C. S. S. Webb | Galveston, Tex. |
| William O'Brien | Master-at-arms | C. S. S. Missouri | Do. |
| Robert Murphy | Fireman | C. S. S. Webb | Do. |
| James Kelly | Seaman | do | Do. |
| James Arthur | do | C. S. S. Missouri | Do. |
| Michael Hyde | do | C. S. S. Webb | Do. |
| William Taaffe | Wardroom steward | do | Do. |
| R. Q. Adams | Boatswain's mate | C. S. S. Missouri | Louisiana. |
| G. W. Solomon | Ordinary seaman | do | Do. |

I, the undersigned, commanding officer of Confederate States naval forces, Trans-Mississippi Department, C. S. Navy, do, for the above-named prisoners of war, belonging to the navy of the Trans-Mississippi Department, who have surrendered by J. H. Carter, Lieutenant, commanding C. S. Navy, commanding said department, to Acting Rear-Admiral S. P. Lee, U. S. Navy, commanding Mississippi Squadron, hereby give my solemn parole of honor that the above named shall not hereafter serve in the armies of the Confederate States, or in military or in any capacity whatever against the United States of America, or render aid to the enemies of the latter until properly exchanged, in such manner as shall be mutually approved by the respective authorities.

J. H. CARTER,
*Lieut., Comdg. N. D. T. M. D. Confederate States.*

Done at Shreveport, La., this 7th day of June, 1865.

W. E. FITZHUGH,
*Lieut. Comdr., Comdg. 3d Div., on part of United States.*

Approved.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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The within named will not be disturbed by the United States authorities so long as they observe this parole and the laws in force where they reside.

GEO. L. ANDREWS,
*Brig. Gen., U. S. Vols., Provost-Marshal-General.*

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*List of officers and men of the C. S. Navy paroled by Lieutenant Commander W. E. Fitzhugh, U. S. Navy, at Shreveport, La., June 7, 1865.*

*Officers.*—Acting Master Linus Musgrave, C. S. Navy; Superintendent Ordnance John Roy, C. S. Navy; Navy Agent Stephen Rollins, C. S. Navy; Acting Gunner William J. Fleury, C. S. Navy; Acting Boatswain George Hale, C. S. Navy; Second Assistant Engineer John Bunicum, C. S. Navy; Second Assistant Engineer J[ohn] W. Swift, C. S. Navy.

*Men.*—William O'Brien, master at arms; R. Q. Adams, boatswain's mate; William Taaffe, wardroom steward; Charles Brooke, seaman; James Kelly, seaman; James Arthur, seaman; Michael Hyde, seaman; G. W. Solomon, ordinary seaman; Robert Murphy, fireman.

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**Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, to facilitate transportation of troops and supplies in Red and Ouachita rivers.**

MOUND CITY, *June 12*, [*1865*].

SIR: Major-General Reynolds has sent me a copy of a communication addressed by him to Lieutenant-Commander Fitzhugh, requesting that steamers from his headquarters be allowed to pass freely on the Red and Ouachita rivers and asking me to approve this.

Under my instructions to cooperate cordially with the Army in all things, the above request has doubtless been complied with. You will give all the necessary facilities to army transports on these and other rivers within the limits of your division.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. P. FOSTER,
*Commanding Third Division, Mouth of Red River.*

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**Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports regarding surrender of Confederate naval property in Red River.**

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, June 20, 1865.*

SIR: I transmit enclosed the following reports regarding the recent surrender to this squadron of rebel naval property in Red River:

1. June 13, 1865, Lieutenant-Commander Foster, general report of movements and dispositions made in connection with surrender of rebel property, transportation of troops, etc.

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2. June 13, Lieutenant-Commander Foster, enclosing paroles given to rebel naval prisoners at Shreveport, La., on 7th June.

3. List of prisoners so paroled.*

4. June 14, Lieutenant-Commander Foster has decided to keep *Missouri* and *Mary T.* at mouth of Red River, and not send them to New Orleans, according to his intention expressed in his report of the 13th (1) until he receives instructions, etc.

5. June 20, Lieutenant-Commander Fitzhugh's general report.

6. Duplicate of Lieutenant-Commander Fitzhugh's receipt to Lieutenant Carter, C. S. Navy, for the ironclad *Missouri*.

Lieutenant-Commander Fitzhugh in his report (5) states that it was represented to him that the *Cotton*, formerly the *Mary T.*, although in possession of the Confederate States Navy, was not the property of the Confederate States Government, but had been delivered to her original owners; he seized her, however, as a public vessel.

She can be of no use to the Navy, and I request to be instructed as to whether I shall have her turned over to a Treasury agent or restore her to her alleged private owners.

I shall send for the two pumps referred to in (5), which Lieutenant-Commander Fitzhugh verbally informs me came out of the pump boat *Champion*, employed by Rear-Admiral Porter, destroyed during the Red River expedition, and probably paid for by Government. If they are fit for the purpose, I will use them in raising our sunken vessels and coal barges of this squadron. I have ordered the *Missouri* to be sent here if there is water enough for her.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure No. 1.]

U. S. S. LAFAYETTE,
*Off Mouth Red River, June 13, 1865.*

SIR: I have the honor to report that three and a half days after leaving Cairo I arrived at this point. On my arrival, I found that the *Benton*, *Lafayette*, *Kenwood*, *Ouachita*, *Gamage*, *Collier*, *Little Rebel*, and *Fort Hindman* were up Red River, by order of Lieutenant-Commander Fitzhugh. I immediately proceeded up Red River and ordered them to return to the mouth, except the *Gamage* and *Fort Hindman* and those ordered to return by Lieutenant-Commander Fitzhugh, and ordered them to remain here until my return.

On arriving at Alexandria I found that Lieutenant-Commander Fitzhugh had received the surrender of the rebel steamer *Missouri*, turned over to you as commander-in-chief of the Mississippi Squadron. After placing proper officers and crew on board of her, he sent her to the mouth of Red River. He then proceeded to Shreveport in the *Gamage*, where he found the *Mary T.* turned over to her owners, and believing her a legitimate prize to our Government, seized her and brought her down to the mouth of Red River. Neither

* See p. 235.

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at Alexandria nor Shreveport did we find any naval ordnance or material whatever.

After paroling the officers and men of the two vessels he returned to the mouth of the river.

On receiving the surrender of the *Mary T.* an inventory of everything on board was taken, which I have sent to you.

I am now, in obedience to your order, holding a strict and careful survey on these vessels, and as soon as it is completed I shall start them to New Orleans, in company with the *Lafayette* and *Choctaw*, believing it will meet with your approval, as they are both in a very bad condition and can not be sent North. I have retained the *Kenwood* and will send her to New Orleans with these vessels for the purpose of carrying the officers to Mound City who are deatched.

When the survey is completed, I will send you the return in duplicate, showing the kind and quality of ordnance and ordnance stores and all other naval supplies. Inventories will be taken without delay.

I have ordered Lieutenant-Commander Lull, Acting Volunteer Lieutenant John Swaney, and Acting Chief Engineer Robert Tate to make the survey.

I have ascertained from Red River pilots and well-informed citizens that all the torpedoes have been removed from Red River, and that the river is free of all obstructions of the kind, and that no danger need be apprehended in its navigation.

General Herron does not consider it necessary to have more than one vessel in Red River at the present time, and in accordance with his wishes I have sent the *Gamage* to Alexandria, to remain there and cooperate with the Army in any way that may be desired.

Lieutenant-Commander Fitzhugh reports that he found no navy yard up Red River, nor did he find any provisions or property worth removing. He found two large marine pumps (Latties), one of which is now on board the *Mary T.*; the other is about 40 miles above Alexandria, which I will send for as soon as practicable, and send a duplicate of the survey stating their value.

I have ordered Lieutenant-Commander Fitzhugh, with the *Ouachita*, to Mound City, with orders on his arrival there to make a full and detailed report to you of all his proceedings in the surrender of the *Missouri* and the seizure of the *Mary T.*, also the condition of the river above the falls.

Since I left this place to go to Cairo, the river above the falls has fallen 12 or 15 feet, and in a very short time will be navigable only by the smallest vessels. On going up Red River I turned back about 70 miles below Shreveport, on meeting Lieutenant-Commander Fitzhugh, on his report, believing it useless to go farther.

In conclusion let me say that I think Lieutenant-Commander Fitzhugh executed your orders in a very prompt and efficient manner and as well as any other officer could have done under the circumstances.

I am, sir, very respectfully, your obedient servent,

JAS. P. FOSTER,
*Lieut. Comdr., Comdg. Third Division Mississippi Squadron.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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[Enclosure No. 2.]

U. S. S. LAFAYETTE,
*Off Mouth Red River, June 13, 1865.*

SIR: I have the honor to enclose paroles* extended to seamen attached to vessels belonging to the Confederate Navy, Trans-Mississippi Department.

I am, sir, very respectfully, your obedient servent,

JAS. P. FOSTER,
*Lieut. Comdr., Comdg. Third Division Mississippi Squadron.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

[Enclosure No. 4.]

U. S. S. LAFAYETTE,
*Off Mouth Red River, June 14, 1865.*

SIR: In my letter of yesterday I stated to you that I would dispatch the *Missouri* and *Mary T.* to New Orleans, but upon reflection and reading your letter of instructions, I have concluded to detain them here until I hear your decision in relation to them, as I can look out for them here without any cost to the Government, as a portion of the crew of the vessels remaining here can attend to them.

You will please inform me what disposition to make of the *General Price*, *General Bragg*, the *Benton*, the tugs, and mortar boats, which are all ready to move. I would send these boats now, but do not know whether it is intended to send them north or south. Just before leaving Cairo you told me you would issue a general order in relation to them, but, as yet, I have not received it, nor has Captain Fitzhugh.

I will proceed to New Orleans with the *Choctaw* and *Lafayette*, but will return as soon as I see the admiral. I had intended going down to see the vessels in the lower part of the division, and concluded that I would at the same time deliver these vessels myself.

I am, sir, very respectfully, your obedient servent,

JAS. P. FOSTER,
*Lieut. Comdr., Comdg. Third Division Mississippi Squadron.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

[Enclosure No. 5.]

U. S. S. OUACHITA,
*Mound City, June 20, 1865.*

SIR: In obedience to your order of May 28, 1865, directing me, in the absence of Lieutenant-Commander J. P. Foster, to proceed up Red River and receive in your name the surrender of the persons and property found there belonging to the rebel Navy, I entered the mouth of Red River on the evening of June 1, 1865, in company with steamer *Ida May*, conveying Major-General Herron and staff. The U. S. steamers *Benton* and *Fort Hindman* preceded us by a few hours, the tug *Fern* accompanied the *Ouachita*, and Lieutenant-Commander Lull was ordered to convoy the fleet of army

* See p. 234.

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steamers which were to follow by the U. S. steamers *Lafayette*, *Gamage*, and *Little Rebel*, and to send the *Kenwood* and *Collier* up the Washita [Ouachita] River as far as Monroe.

Owing to detention on the part of the *Ida May* we did not arrive at Alexandria till 8 p. m., June 2. I at once had an interview with Lieutenant Commanding J. H. Carter, C. S. Navy, commanding the naval defenses of the Trans-Mississippi Department, and arranged for the paroling of his command on the following morning, June 3, on board the C. S. S. *Cotton*.

This having been accomplished, I received on the same day the surrender of the C. S. S. *Missouri*, took possession of her, and, placing on board a crew from the U. S. S. *Ouachita*, sent her to the mouth of Red River, in company with the *Ouachita*, *Lafayette*, *Benton*, and *Fern*.

Leaving the *Fort Hindman* anchored at Alexandria, below the falls, I ascended the river to Shreveport in the *Gamage*, allowing Lieutenant Commanding J. H. Carter, C. S. Navy, to precede me in the *Cotton*. Arriving at Shreveport on the morning of June 7, I paroled the remaining officers and men, and was then informed that the *Cotton*, although in possession of the Confederate States Navy, was not the property of the Confederate States Government, but that it had been delivered back to its original owners. I seized her as a public vessel, and also took possession of a few articles at the navy store house. The *Beauregard* and the *New Champion*, formerly the pump boat *Champion*, were found in possession of the Confederate States Quartermaster Department, and were taken possession of by Major-General Herron. Two pump-boat pumps were found, one on board the *Cotton* and one on the bank 40 miles above Alexandria, where we were obliged to leave it.

As the river was falling very rapidly, I left Shreveport for the mouth on the morning of the 8th on the *Cotton*, but made slow progress owing to the unsound condition of her wheels. Some distance above Grand Ecore I met Lieutenant-Commander J. P. Foster, on the steamer *Star*. I then proceeded to the mouth of Red River with the *Cotton*.

Above Alexandria the country appeared to have been very little affected by the war; the people seemed to be very glad that the war was so nearly over.

I am, sir, very respectfully, your obedient servant,

W. E. FITZHUGH,
*Lieutenant-Commander, U. S. Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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**Report of Lieutenant-Commander Fitzhugh, U. S. Navy, regarding statement of Major-General Herron, U. S. Army, that after ten days gunboats would not be required in Red River.**

U. S. S. OUACHITA,
*Mound City, Ill., June 27, 1865.*

SIR: I have the honor to report that in my communication of June 20, in reference to the expedition up Red River, I omitted to state that previous to my departure from Shreveport on June 8 I had an interview with Major-General Herron, in which he informed me

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that he thought that the presence of a gunboat in Red River would not be required after ten days, and that not above Alexandria. Major-General Herron also desired me to express to you his thanks for the hearty cooperation on the part of the Navy.

I am, very respectfully, your obedient servant,

W. E. FITZHUGH,
*Lieutenant-Commander, U. S. Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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**Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, to return to Red River for execution of orders of importance.**

MOUND CITY, *June 30, 1865.*

SIR: Dispatches of the utmost importance are awaiting you at Red River, in the hands of the senior officer present. Return there instantly and execute the orders.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. P. FOSTER,
*New Orleans.*

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**Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports of surveys on surrendered vessels Missouri and Cotton (or Mary T.).**

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, July 13, 1865.*

SIR: I transmit enclosed reports of survey (1) on the ironclad *Missouri*, and (2) on the *Mary T*, or *Cotton*, late rebel vessels, the former surrendered and the latter seized up Red River. I respectfully refer the Department to my No. 288 of June 20 and request instructions as to the disposition of the *Mary T.*, now at this place.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

[Enclosures.]

U. S. S. OUACHITA,
*Alexandria, La., June 3, 1865.*

GENTLEMEN: You will be pleased to make a strict and careful inventory of all stores found on board the ironclad *Missouri*, this day surrendered, and report the result in writing, in triplicate.

Very respectfully,

W. E. FITZHUGH,
*Lieut. Commander, U. S. Navy, and Senior Officer Present.*

Acting Volunteer Lieutenant JOHN PEARCE,
*U. S. S. Fort Hindman.*

Acting Ensign P. FRAZER,
*U. S. S. Benton.*

Acting Gunner THOS. DUNLOP,
*U. S. S. Benton.*

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U. S. S. MISSOURI (late Confederate),
*Alexandria, La., June 4, 1865.*

SIR: In obedience to the above order we respectfully annex a list of all stores found on board this ship, marked "A" and "B."

Respectfully,

JOHN PEARCE,
*Acting Volunteer Lieutenant.*
PERSIFER FRAZER,
*Acting Ensign.*
THOMAS DUNLOP,
*Acting Gunner.*

Lieutenant-Commander W. E. FITZHUGH, U. S. Navy,
*U. S. S. Ouachita.*

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U. S. S. LAFAYETTE,
*Off Mouth Red River, La., June 14, 1865.*

SIR: In obedience to your order of this date, we have held a careful survey of the ironclad steamer *Missouri*, lately surrendered by the rebel naval authorities to the Mississippi Squadron. We have the honor to submit the following report:

We found the *Missouri* to be a casemated ironclad steamer of the following dimensions:

Length over all, 183 feet; breadth of beam, 53 feet 8 inches; depth of hold, 10 feet 3 inches; length of casemate at base, 130 feet 6 inches; length of casemate at top, 105 feet; width of casemate at base, 53 feet 8 inches; width of casemate at top, 29 feet; height of casemate from water's edge, 11 feet 6 inches; draft of ship (reported), 8 feet 6 inches.

The armor consists of railroad iron of the pattern known as T rail, placed diagonally upon the sides of the casemate, with the crowns placed alternately in and out, and locked into each other, and spiked with common five-eighths-inch spikes, one in the center and one at each end of each alternate rail. Upon the bow and stern faces of the casemate the rails are laid vertically and are secured in the same manner as those upon the sides. We suppose that the rails upon the sides were laid diagonally, to prevent cutting.

The thickness of the armor is 4½ inches, though the rails do not lock closely enough to make it solid.

The armor is backed by 23 inches of yellow pine; the casemate at its base terminates in a knuckle, as in the case of the ironclads *Tennessee* and *Atlanta*. A pilot house is situated at the forward end of the casemates, raised 19 inches above the deck; the deck of the casemate consists of yellow pine, supported by deck beams of the same material, and is not covered with iron.

The forecastle of the vessel and the fantail are protected like the sides of the casemate. We are unable to ascertain how far below the water's edge the armor extends, but estimate it at about 6 feet.

There are two gun ports in the bow face of the casemate and three in each side, opposite to each other, with corresponding gun circles upon the gun deck.

The vessel is propelled by a single wheel contained in a recess in the after end of the casemate, but extending 8 feet 4 inches above



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its top and entirely exposed. The dimensions of the wheel are as follows:

Diameter, 22 feet 6 inches; buckets, 17 feet long, 22-inch face.

The armament consists of three guns.

No. 1, a Dahlgren XI-inch gun (F. P. 115), said to have been captured on board the *Indianola*. It is mounted upon an ingeniously contrived pivot carriage, the side of which is composed of T rails. This gun is placed to fire from the starboard port of the bow of the casemate or to pivot to the starboard forward broadside port.

No. 2 is an old-fashioned 32-pounder siege gun, mounted on a carriage similar to that of No. 1, and placed to fire from the port bow port or to pivot to the port forward broadside port.

No. 3 is a Dahlgren IX-inch gun (F. P. 572), also said to have been captured on board the *Indianola*. It is mounted like the other two guns and placed to pivot to either broadside from the after ports.

There are gun circles for the center broadside ports, but no gun.

The woodwork appears to be generally sound, though the vessel leaks quite badly. The interior arrangements generally are poor. The officers' quarters consist of a sort of cabin in the after part of the casemate and of a few berths for the wardroom and steerage officers on the orlop, abreast the engines and wheel. There are two magazines and two shell rooms forward, one on either side and abreast the boilers.

We did not deem it prudent to open them until the vessel is more to rights. There is quite a large amount of ammunition on board.

The machinery consists of two poppet-valve engines, connected to the shaft at right angles, and of the following dimensions:

Length of stroke, 7 feet 6 inches; diameter of cylinder, 24 inches.

Four double-flued boilers, 40 inches in diameter and 26 feet long; the flues are 15 inches in diameter.

The boilers are placed fore and aft in the hull with the fire doors forward and furnished with a single smokestack.

There is one doctor engine for supplying the boilers.

One small donkey boiler, 8 feet long and 26 inches in diameter. Two small donkey engines, one for running the capstan, the other for running a fan blower of 3 feet in diameter and 14-inch breadth of blade. Also one small steam pump. The machinery and boilers are in a very bad condition, and a large amount of repairs would be required to render them fit for service. The steering gear consists of three balanced rudders, placed under the fantail. The steering wheel is exactly under the pilot house, upon the gun deck.

We estimate the value of the hull, armor, and machinery of the vessel in their present condition, the ordnance and other stores on board, at about $100.000.

We have the honor to be, your obedient servants,

EDWARD P. LULL,
*Lieutenant-Commander.*
ROBERT TATE,
*Acting Chief Engineer.*
JNO. SWANEY,
*Acting Volunteer Lieutenant.*

Lieutenant-Commander JAMES P. FOSTER,
*Commanding Third Division Mississippi Squadron.*

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U. S. S. LAFAYETTE,
*Off Mouth of Red River, La., June 14, 1865.*

SIR: In obedience to your order of this date, we have held a strict and careful survey of the steamer *Mary T.* (*Cotton*), late surrendered by the rebel naval authorities to the Mississippi Squadron, and we have the honor to submit the following report:

We find the *Mary T.* to be an ordinary side-wheel river steamboat of the following dimensions:

Length over all, 185 feet; breadth of beam, 34 feet 6 inches; depth of hold, average, 8 feet 9 inches; draft, 3 feet forward, 4 feet 10 inches aft.

The hull of the vessel is in sound condition, though requiring some slight repairs. The cabin and other woodwork are very much out of order, and would require extensive repairs to render her fit for use. The machinery consists of two poppet-valve engines of the following dimensions of cylinders:

Diameter, 22 inches; stroke 8 feet.

There are four two-flued boilers of the following dimensions:

Length, 26 feet; diameter, 40 inches; flues, 15 inches.

The boilers are supplied by a donkey engine of 12 inches in diameter and 20 inches stroke. One donkey boiler 8 feet long and 36 inches in diameter. One donkey engine 8 inches in diameter and 20 inches stroke for hoisting in and out cargo and for running the steam capstan. The machinery and boilers are in perfect order and of the very best pattern and construction.

The wheels are of the following dimensions:

Diameter, 32 feet; length of buckets, 12 feet; face of buckets, 22 inches.

The wheels are very much broken, and new ones will be required. The *Mary T.* was used by the rebels as a cottonclad, and her main deck is at present enclosed by a bulkhead; the cotton was screwed between this and an exterior bulkhead, since removed with the cotton. There are two gun circles upon the forecastle, but no guns and no ordnance stores of any kind on board.

We find the accompanying list of stores, etc., on board.

We estimate the value of hull, machinery, fixtures, etc., and stores on board to be about $56,000.

Very respectfully,

EDWARD P. LULL,
*Lieutenant-Commander.*
ROBERT TATE,
*Acting Chief Engineer.*
JNO. SWANEY,
*Acting Volunteer Lieutenant.*

Lieutenant-Commander JAS. P. FOSTER,
*Commanding Third Division Mississippi Squadron.*

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**Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting correspondence regarding the late Confederate gunboat Mary T., or Cotton, Jr.**

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, July 24, 1865.*

SIR: I transmit enclosed correspondence regarding the late rebel gunboat *Mary T.*, or *Cotton, Jr.*, as follows:

(1) July 24, J. E. Michel, of New Orleans, agent of New Orleans, Coast, and La Fourche Transportation Company, giving, as he states,

"the main facts in the case" of her employment as a rebel gunboat, etc., and asking for full information as to how her case now stands; whether proceedings have been instituted against her, etc. He states that in April, 1862, she went up Red River under command of Captain J. J. Brown, a part owner; that the owners are all loyal citizens and have always been within the Federal lines. It does not appear likely that loyal owners would have sent the boat away from New Orleans with the large number that left at the time that Admiral Farragut took the city. A copy of my reply to Mr. Michel of this date is enclosed (2). The license* of the boat forwarded to me by Lieutenant-Commander Foster and herewith enclosed (3), dated 21st May, 1861, is given in the name of the Confederate States of America to A. Dugas and R. Holmes, of New Orleans, the latter being named as master, to carry on the coasting trade for one year; an endorsement* dated 18 June, 1861, names J. D. Phelps as master in lieu of R. Holmes. The inspectors certificate,* also enclosed (4), is dated 27th May, 1861, and is given "by authority of the United States of America" to "A. Dugas and others, owners," and "R. Holmes, master."

When the *Cotton* was seized in June last, as reported in my No. 288, by Lieutenant-Commander Fitzhugh, she had on board a Latta's marine pump, out of repair, which, according to the enclosed report (5) from Acting Fleet Engineer Bickerstaff of this date, was taken from one of the pump boats of this squadron, captured by rebels during the Red River expedition of 1864.

I respectfully refer the Department to my Nos. 288 and 308 in relation to this vessel.

To-day I transferred the *Cotton*, with her officers and crew, to Commodore Livingston, to await your instructions.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Endorsement.]

After making examination, should think the vessel should be sent to New Orleans for adjudication.

W[ELLES].

[Enclosures.]

MOUND CITY, *July 24, 1865.*

SIR: The undersigned agent of the New Orleans, Coast, and La Fourche Transportation Company, respectfully begs to submit to your consideration the following facts concerning the seizure by the United States authorities of the steamboat *Mary T.*, or *Cotton Jr.:*

The main facts of the case are: First, the boat belongs to the New Orleans Coast, and La Fourche Transportation Company, a duly constituted corporation under the laws of Louisiana, and, as such.

* Omitted.

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duly registered in the customhouse of said city; second, in April, 1862, she went up Red River under command of Captain J. J. Brown (a part owner), where she remained entirely under his control until, say, March, 1863, when she was seized by the so-called Confederate Government, through Captain Fuller, of the rebel Navy. She was then fitted up as a gunboat and transport and called the *Cotton*, and kept possession of till the 7th June, 1865, when she was released by J. H. Carter, then commanding Confederate States naval forces in Trans-Mississippi Department, to Captain Brown's agent, who receipted for her. This release was previous to the surrender by General Smith to General Canby. Third, on, say, the 15th of June she was seized at Shreveport by the United States Navy, or, at least, by a United States naval officer, who refused to give a receipt to the agent of the owners. Fourth, after said seizure she was taken up to Mississippi to this navy yard, where she is now.

I will further state that the owners are all loyal citizens, and have always been within the Federal line.

These facts being stated, I will proceed to state that the object of my visit to this place is to gather full knowledge of how the boat stands. Whether proceedings have been begun, or not, against her; if begun, whether it is in the admiralty court sitting at Springfield; and if not, whether an application on the part of the owners, supported by proof, would be sufficient to have her restored.

Hoping that you will take the above statement under consideration, and, for an early answer, I remain, sir, your most obedient servant,

J. E. MICHEL,
*Mound City Hotel.*

Acting Rear-Admiral S. P. LEE,
*Flagship Tempest.*

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MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, July 24, 1865.*

SIR: Yours of this date is received, making a statement and asking for information respecting the late rebel gunboat *Cotton*, which Lieutenant-Commander Fitzhugh, then commanding the Third Division of this squadron, took possession of at Shreveport at the time of the surrender of the rebel naval force in Red River last month.

No prize proceedings have been instituted against her, and she is here awaiting the action of the Navy Department.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Mr. J. E. MICHEL,
*New Orleans, Coast, and La Fourche Transptn. Co., Present.*

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OFFICE FLEET ENGINEER, U. S. MISSISSIPPI SQUADRON,
*Mound City, Ill., July 23, 1865.*

SIR: I have the honor to report that the marine pump which was on board the steamer *Mary T.* (or *Cotton*) at the time she was sur-

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rendered to the United States naval forces by the Confederates, was taken up Red River in March, 1864, on board the steamer *Champion No. 3* by order of Rear-Admiral D. D. Porter, commanding Mississippi Squadron.

She has a discharge pipe 16 inches in diameter and is provided with about 100 feet of iron and gum hose or suction pipe 10 inches in diameter.

The marine pump brought up by the U. S. S. *Naumkeag* was found on shore, and in the mouth of Cane River, and had been lost in the *Champion No. 5* during an engagement in Red River. I believe she was brought out of Red River by the U. S. S. *Gamage*.

This pump is lacking the required suction pipe; there is none of any description now with it.

I understand that the *Champion No. 5* is now in the hands of an army quartermaster in General Canby's command.

It was originally owned by V. C. Chinkle & Co., but I understand that the Navy Department paid for both the *Champions* and pumps.

Very respectfully, your obedient servant,

S. BICKERSTAFF,
*Acting Fleet Engineer.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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**Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting copies of letters sent to district attorney and New Orleans, Coast, and La Fourche Transportation Company regarding the steamer Mary T., or Cotton, Jr.**

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, August 8, 1865.*

SIR: The Department's communication of 3d August is received, directing me to report the case of the gunboat *Mary T.*, or *Cotton, Jr.*, to the United States district attorney for the Southern District of Illinois, to hold the vessel subject to the order of the court, and to inform the claimants that this course has been adopted.

I enclose copies of my letters to the district attorney (1) and to the New Orleans, Coast, and La Fourche Transportation Company (2) of this date, in pursuance of these directions.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosures.]

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, August 8, 1865.*

GENTLEMEN: I am directed by the Navy Department, under date of 3d August, to report the case of the gunboat *Mary T.*, or *Cotton, Jr.*, to the U. S. district attorney for the Southern District of Illinois, and to hold the vessel subject to the orders of the court.

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This notification of the course adopted is given you by the Department's direction.

The vessel is still at this place in charge of Commodore Livingston, commandant Mound City Naval Station.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

NEW ORLEANS, COAST, AND
LA FOURCHE TRANSPORTATION COMPANY,
*New Orleans, La.*

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MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, August 8, 1865.*

SIR: The Navy Department, under date of 3d August, directs me to report to you the case of the gunboat *Mary T.*, or *Cotton, Jr.*, to hold her subject to the order of the court, and inform the claimants that this course has been adopted.

The *Mary T.*, or *Cotton, Jr.*, was seized in Red River on June 7, ultimo, by Lieutenant-Commander W. E. Fitzhugh, U. S. Navy, whom I had directed to receive, as my representative, the surrender of the rebel property in Red River. It was represented to him that this steamboat, although for some time in the service of the C. S. Navy, had not been paid for by the Confederate States Government, and had been turned over to her owners; Lieutenant-Commander Fitzhugh considered, however, that circumstances justified him in seizing her, which he accordingly did. She was sent to this place, where she still is, in charge of Commodore J. W. Livingston, commandant naval station, Mound City.

The license of the boat which was sent me in connection with the reports concerning her I have forwarded to the Navy Department in my No. 320, of July 24, where it is retained. It is dated May 21, 1861; is given in the name of the Confederate States of America to A. Dugas and R. Holmes, of New Orleans, the latter being named as master, to carry on the coasting trade for one year; an endorsement dated June 18, 1861, names J. D. Phelps as master in lieu of R. Holmes.

The inspector's certificate accompanying the license is dated May 27, 1861, and is given by authority of the United States of America to A. Dugas and others, owners, and R. Holmes, master.

The enclosed copies of reports, etc., as follows, will give the details of the case. Lieutenant-Commander Fitzhugh will be directed to report to you in person, to give such further evidence as may be required.

1. Major-General Canby's General Order No. 55, stating the terms of surrender of the rebel forces were of the Mississippi.

2. May 28, 1865, duplicate of my orders to Lieutenant-Commander Fitzhugh, to receive the surrender of the rebel naval forces in Red River.

3–4. Official copies of reports to me from Lieutenant-Commander Fitzhugh, dated June 3 and June 20.

5. Duplicate official report of survey on the *Mary T.*

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6. Duplicate official inventory of articles found on board of her.
7. Copy of my notice to owners of *Mary T.*, or *Cotton, Jr.*

Please acknowledge receipt of this.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

U. S. DIST. ATTY. FOR SOUTHERN DIST. OF ILLINOIS,
*Springfield, Ill.*

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**Order of Brigadier-General Brent, C. S. Army, to Captain Ratliff, C. S. Army, to act as commissioner for paroles.**

ALEXANDRIA, LA., *June 4, 1865.*

CAPTAIN: In view of the fact that the Confederate forces and public property, etc., of the Trans-Mississippi Department have been surrendered to the United States by a convention executed by Lieutenant-General Buckner at New Orleans on the 26th of May, 1865, it is hereby ordered that all Confederate officers and men belonging to or being in the section of country east of the Atchafalaya and west of the Mississippi shall report to the Federal post at or near Morganza for the purpose of being paroled. Captain Ratliff, in virtue of special authority from Lieutenant-General Buckner, is hereby appointed commissioner on behalf of the Confederate authorities to parole, in conjunction with the Federal authorities, all Confederate officers and men in accordance with the printed forms prepared by Brigadier-General Andrews, U. S. Army, and in the absence of Captain Ratliff and his failure to designate an officer to represent him, the senior Confederate officer present will act as commissioner. All arms, except side arms of officers, and all public property will be turned over to the United States authorities.

I am, captain, yours, respectfully,

J. L. BRENT,
*Brigadier-General, Commanding.*

CAPTAIN W. B. RATLIFF.

[Same to Lieutenant Collins.]

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[Telegram.]

ST. LOUIS, *May 27, 1865.*

I shall leave here at 10 a. m. to-morrow and will be at Cairo soon as the boat can make that place. Shall be pleased to meet you. Please have a light-draft gunboat detailed to accompany me, as I may have occasion to go up Red River.

P. H. SHERIDAN,
*Major-General.*

Acting Rear-Admiral S. P. LEE,
*Commanding, etc., Mound City.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Hall, U. S. Navy, commanding U. S. S. Abeona, to proceed to Memphis and Red River convoying Army transports.*

MOUND CITY, *May 28, 1865.*

SIR: Proceed without delay to Memphis and Red River, convoying the army transports to Memphis and to Red River, where it is necessary you should arrive with all practicable dispatch and deliver the enclosed communications to the commanding officer there, Lieutenant-Commander Foster, or, in his absence, Lieutenant-Commander Fitzhugh, and return here without delay, bringing the reply to the enclosures.

Hoist the guard flag going and coming, so that no senior officer will stop you.

Very respectfully,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master SAMUEL HALL,
*Commanding U. S. S. Abeona.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to commanding officer of the U. S. S. Reindeer, to report for orders to commandant naval station, Mound City, Ill.*

MOUND CITY, *May 28, 1865.*

SIR: Report with the *Reindeer* under your command to Commodore J. W. Livingston, commandant naval station, Mound City, from whom you will receive further orders.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commanding OFFICER OF U. S. S. REINDEER,
*Mound City.*

[Same to commanding officers of U. S. steamers *Alfred Robb* and *Volunteer*. May 29, same order to Acting Master Charles Ackley, commanding U. S. S. *Tyler;* Acting Volunteer Lieutenant William Flye, commanding U. S. S. *Lexington.*]

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*Order of the Acting Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, to name suitable place for laying up ironclads of his command.*

NAVY DEPARTMENT,
*Washington, May 29, 1865.*

SIR: The ironclad vessels in your squadron are to be laid up, and the Department wishes you to inform it what place, in your opinion, on the Mississippi above New Orleans, or on any of the tributaries of

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that river, is best suited for the purpose, and upon what conditions such suitable place can be procured.

Very respectfully,

G. V. Fox,
*Acting Secretary of the Navy.*

Acting Rear-Admiral S. P. Lee,
*Commanding Mississippi Squadron, Cairo, Ill.*

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*Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander McCauley, U. S. Navy, for the execution of certain orders in connection with the reorganization of the squadron.*

U. S. Flagship Tempest,
*Cairo, Ill., May 29, 1865.*

Sir: Proceed down the river, execute the following orders, and return.

Enclosed are lists (1) of the vessels to be retained; (2) of the vessels ordered to New Orleans; (3) of vessels about which orders are expected. With the exception of these vessels, send to naval station, Mound City, all the other naval vessels on the river.

Detail from the vessels sent up good towboats to assist the *Ozark* and *Chillicothe;* see that they have good pilots and caution the commanding officers not to get them aground and to do their best to get the vessels up without incurring extra expense.

On your return inform yourself of the amount of coal at the different stations and report to me at what points coal should be kept, and in what quantity, for the future use of the Mississippi Squadron.

Deliver the accompanying orders for the *Tyler* and *Lexington* to proceed to Mound City with dispatch.

Stop the *Abeona* on her way up and assign her to her district. Open her dispatches and, if important, send them up by special messenger, if necessary, with instructions to telegraph on arriving at Cairo, so that I may send a tug for him.

I desire early advice of the state of affairs arising from the surrender of the rebel navy in Red River.

Bring up complete lists of officers and classified statements of petty officers, men, statistics, etc., of vessels to be permanently retained in the squadron; also of the vessels to be temporarily detained.

You are hereby authorized to make such changes of officers and men as will transfer to or from the permanently retained vessels those requested by the divisional commanders, after which no further changes will be made without application to and by order from me. These changes should be embraced in the list of officers you bring up.

Discharge all mechanics employed in the workshops in Red River excepting those who are shipped, who must be transferred to gunboats of the squadron. Mr. Curry will be discharged. Send the barges to Mound City, first removing what material and implements the divisional commander may think necessary to retain on board the gunboats.

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Consult with commanding officers of the Second and Third Divisions respecting the propriety of diminishing the number of guns on board the gunboats to be permanently retained, and the corresponding reduction in the crews agreeable to detail of ordnance instruction.

Respectfully, etc.,

S. P. LEE,
*Acting Rear-Admiral.*

Lieutenant-Commander E. Y. MCCAULEY, U. S. Navy.

P. S.—The supply steamer *Magnet* will not henceforth be supplied with coal at the different coal stations; you will collect all coal receipts held against her and turn them over to Commander A. Bryson, fleet captain.

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[Telegram.]

CAIRO, *May 29, 1865—10 a. m.*

Has General Sheridan left for Cairo, or when will he leave? Please reply immediately.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Major-General JOHN POPE,
*Commanding.*

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, forwarding confidential dispatch from Major-General Sheridan, U. S. Army, regarding shipment of cotton.*

MOUND CITY, *May 29, 1865.*

SIR: General Sheridan has communicated to me the following confidential dispatch, which I communicate to you for your guidance:

WASHINGTON, D. C., *May 28, 1865.*

Do all you can to encourage the shipment of cotton from Louisiana and Texas; let there be no military interference with its coming out or enquiry as to owners shipping. Such as may be turned over as Confederate cotton cause to be delivered to the Treasury Department, but do not embarrass the shipment by looking up such cotton.

U. S. GRANT,
*Lieutenant-General.*

P. H. SHERIDAN,
*Major-General*

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. P. FOSTER,
*Commanding Third Division.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the reduction of the squadron.*

FLAGSHIP TEMPEST,
*Mound City, May 29, 1865.*

SIR: The Department's instructions of 22d instant are received.

I enclose (1) a list of vessels I propose to retain for the present, subject to reduction as the Mississippi region becomes tranquilized.

I apprehend that gunboat protection for our trading vessels against guerrillas will be required up the tributaries—the Yazoo, Red, and Arkansas rivers—for some little time to come. I propose to reduce the batteries and crews of the vessels retained.

It is quite probable that some of the vessels on the enclosed list (1) may be dispensed with in time to be sold with the rest.

The Department's telegram of the 18th instant informed me that the ironclads were not to be sold. Will the Department please inform me where such of the ironclads, concerning which I have no instructions, are to be assembled (list of ironclads enclosed)? The *Benton* and *Essex* are too large to be hauled out at Mound City. As soon as the rebel ironclad on Red River is surrendered such of the ironclads of this squadron—the *Tennessee*, *Neosho*, and perhaps the *Benton*—as would be useful for the defense of the Gulf ports might be turned over at once to Acting Rear-Admiral Thatcher, with such instructions as the Department might see fit to give as to the disposition of them, their material, officers, and crews. The rams *Vindicator* and *Avenger* are not fit for commercial purposes, are fast vessels, and efficient rams; they were built for the Marine Brigade of the Army at considerable cost. They draw nearly 8 feet of water and might be useful in the defense of the Gulf ports. The *General Bragg* and *General Price*, captured vessels, draw 12 and 13 feet, respectively. New Orleans would be the best place for disposing of them. The *Bragg* is fitted with heavy double wooden bulwarks, with cotton bales between. I respectfully suggest that I be immediately instructed to turn over to the commandant of the naval station at New Orleans the *Tennessee*, *Neosho*, perhaps the *Benton*, the *Avenger* (not coppered), the *Vindicator* (recently coppered), the *General Bragg*, and *General Price*. He can judge, on receiving estimates, whether it will be more profitable to have the *General Bragg* and *General Price* (now in the lower part of the river) sold as they are, or to have them fitted for transports to convey ordnance material to Pensacola. I am instructed by the Bureau of Ordnance, under date of May 22, to furnish Commodore Livingston with the necessary transportation for surplus ordnance, ordnance stores, and material from Mound City to the navy yard at Pensacola. I have placed at his disposal the transports *Reindeer* and *Volunteer* and towboat *Robb*, all now here, and have ordered the *Lexington* and *Tyler* to report to him for this duty. None of these vessels are, in my opinion, fit to transport ordnance material from New Orleans to Pensacola. I suppose it is intended that all the ordnance material not wanted for the vessels to be retained, whether ashore or afloat at Mound City, or afloat in the vessels to be laid up or sold, should be sent to be delivered at the naval station at New Orleans, thence to be transshipped by sea transports to Pensacola, the Ordnance Bureau hav-

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ing an organization both at Mound City and New Orleans naval stations.

Will the Department please instruct me at what point or points to assemble the vessels to be disposed of concerning which specific directions have not been given (list enclosed 3)? As those not to be disposed of at New Orleans will have to come to Mound City to turn over their ordnance material and other stores, I will at once order to this place all the vessels on list 3, except those which I have suggested sending to New Orleans. On their arrival at Mound City I propose at once to take out of them all their ordnance material and ship's stores; then, if the vessels are to be sold there, all the officers and men may at once be disposed of in such manner as the Department may direct, excepting 3 officers and 9 men for each vessel, to take care of them until they are sold, and the vessels so dismantled may be turned over at once to Commodore Livingston for such further disposition as may be ordered by the Department.

The Department has directed me to lay up the ironclads *Choctaw* and *Lafayette* in ordinary at New Orleans, turning them over to Acting Rear-Admiral Thatcher when stripped and the officers and crews are detached. I have directed accordingly, ordering their material to be disposed of as Acting Rear-Admiral Thatcher may direct after they are stripped, the men to be transferred to the West Gulf Squadron as surplus men, under the instructions of the Bureau of Equipment and Recruiting of the 11th instant, and the officers to be sent to Mound City in a gunboat.

Working orders are requested on the following points:

As to the disposition to be made, first, of those ironclads not already disposed of by the Department; second, of the vessels I have recommended should be sent to New Orleans; third, of all the other vessels in the squadron except those to be retained; fourth, of officers and men not needed for the vessels to be retained, or for the temporary care of those to be sold.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure 1.]

*List of vessels of Mississippi Squadron which it is proposed to retain for service.*

*Tinclads.*

| | | |
|---|---|---|
| Abeona. | Hastings. | Sibyl. |
| Collier. | Ibex. | St. Clair. |
| Fort Hindman. | Moose. | Tempest. |
| Grossbeak. | Oriole. | |
| Gamage. | Prairie Bird. | |

*Transports, tugs, etc.*

| | | |
|---|---|---|
| General Lyon, transport. | Little Rebel, tender. | Ivy (new), tug. |
| Samson, towboat. | Thistle (good), tug. | |
| W. H. Brown, towboat. | Fern (good), tug. | |

MAY 29, 1865.

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[Enclosure 2.]

*List of ironclads, Mississippi Squadron, ordered by Department to be laid up in ordinary.*

Carondelet, Mound City.
Chillicothe, Mound City.
Ozark, Mound City.
Choctaw, New Orleans.
Lafayette, New Orleans.

No instructions received concerning disposition. *Indianola* and *Tuscumbia*, at Mound City, thoroughly dismantled.

*On Mississippi below Memphis.*

Benton.
Essex.
Louisville.
Mound City.
Neosho.
Pittsburg.
Tennessee.

MAY 29, 1865.

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[Enclosure 3.]

*Vessels of Mississippi squadron which it is proposed to dispense with.*

*Gunboats, transports, etc.*

Avenger, ram.
Vindicator, ram.
Argosy.
Alexandria.
Brilliant.
Colossus.
Curlew.
Cricket.
Champion.
Exchange.
Fawn.
Forest Rose.
Fairplay.
Fairy.
General Pillow.
Gazelle.
Huntress.
Juliet.
Kate.
Kenwood.
Mist
Marmora.
New Era.
Nymph.
Naiad.
Naumkeag.
Paw Paw.
Peosta.
Peri.
Romeo.
Robb.
Reindeer.
Springfield.
Siren.
Silver Lake.
Silver Cloud.
Tensas.
Victory.
General Price.
General Bragg.
Judge Torrence.
Lexington.
Ouachita.
Red Rover, hospital ship.
Tyler.
Volunteer.

*Tugs.*

Daisy.
Dahlia.
Hyacinth.
Laurel.
Myrtle.

(See list of ironclads.)

MAY 29, 1865.

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*General order of Acting Rear-Admiral Lee, U. S. Navy, regarding divisions of the squadron and the release of prisoners.*

GENERAL ORDER No. 69.

FLAGSHIP TEMPEST,
*Mound City, Ill., May 29, 1865.*

I. Paragraph 1 of General Order No. 66 is hereby revoked, and the following vessels will compose the three divisions of this squadron:

*First Division.*—Lieutenant-Commander E. Y. McCauley, commanding, from White River, inclusive, as far up the Mississippi and its tributaries as naval operations extend: *Hastings* (division com-

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mander), *Ibex* (Lieutenant-Commander [R. L.] May), *Moose* (Lieutenant-Commander [Robt.] Boyd), *Prairie Bird*, *Thistle* (tug).

*Second Division.*—Lieutenant-Commander J. J. Cornwell, commanding, from White River to Grand Gulf: *Grossbeak* (division commander), *Oriole*, *Sibyl* (Lieutenant-Commander [J. G.] Mitchell), *Ivy* (tug), *Abeona*.

*Third Division.*—Lieutenant-Commander J. P. Foster commanding, from Grand Gulf to New Orleans: *St. Clair* (division commander), *Little Rebel*, *Fort Hindman*, *Fern* (tug), *Collier*, *Gamage*.

II. All officers and men awaiting trial by general court-martial or promulgation of sentence will be relieved from confinement and arrest without prejudice to future action in their case.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Thompson, U. S. Navy, commanding U. S. S. Naumkeag, to proceed to Columbus, Ky., on special duty.*

MOUND CITY, *May 30, 1865.*

SIR: Proceed with the *Naumkeag* under your command to Columbus, Ky., and report on arrival to Brigadier-General George D. Ramsay, to whom you will give passage to Smithland, Ky. On the completion of this service return and report to me here. Deliver the enclosed letter to General Ramsay.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master A. F. THOMPSON,
*Commanding U. S. S. Naumkeag.*

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[Telegram.]

MOUND CITY, *May 30*, [*1865*].

Report here with the *Carondelet* to-morrow, 31st instant.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer JNO. ROGERS,
*Paducah, Ky.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Fitzhugh, U. S. Navy, for the release of boats seized to prevent the crossing of Jefferson Davis and Cabinet and regarding resumption of trade.*

MOUND CITY, *May 31*, [*1865*].

SIR: Yours of the 20th instant is received. The object of seizing boats and skiffs on the Mississippi was to prevent the crossing of Jeff. Davis and his Cabinet. They being captured, there is no necessity for further seizures nor for the detention of boats already seized by the Navy, which should now be released.

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By the President's proclamation free trade and intercourse are allowed on the east bank of the Mississippi, and the same freedom of intercourse will probably soon be permitted on the west side. Referring to the placing of guards on trading steamboats, which you report having done in compliance with my instructions, my General Orders, No. 66, paragraph III (which you have doubtless received since the date of your report, but of which I enclose a copy), revoked by orders to this effect. My instructions were defined and limited.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander W. E. FITZHUGH,
*Commanding Third Division.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding capture of Confederates by boat expedition from U. S. S. Forest Rose, near Cole's Creek, Miss.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, May 31, 1865.*

SIR: Acting Volunteer Lieutenant A. N. Gould, commanding U. S. S. *Forest Rose*, reports, under date of 7th of May * that, learning that a party of rebel officers had crossed the Mississippi near Waterproof, he went with an armed boat to Cole's Creek and sent 12 armed men across the levee in the same direction. The two parties met and came in sight of the rebel officers near the point where they were expected to cross; they retreated to a plantation near by, where they were surrounded and captured by Acting Volunteer Lieutenant Gould and his party. The prisoners taken were 1 captain, 2 lieutenants, 1 signal officer, 1 assistant paymaster in the rebel Navy, and 1 citizen; they were all turned over to the provost-marshal at Natchez. Acting Volunteer Lieutenant Gould does not give dates or exact localities in his report. I enclose a draft of a letter † picked up near the place of capture and forwarded to me by Acting Volunteer Lieutenant Gould, addressed to Hon. S. R. Mallory, Secretary, C. S. Navy, and signed Edward C. Stiles, lieutenant, C. S. Navy.

Lieutenant-Commander W. E. Fitzhugh reports on the 15th May that, on the 14th, while patrolling near Donaldsonville, he saw and communicated with a party of rebel cavalry on the west bank, under a flag of truce, claiming to belong to the rebel general Taylor's command, and under the immediate command of a Captain Brown, who desired to forward by the *Ouachita* to the commanding military officer at Donaldsonville a proposition to surrender his command, 14 men, on the conditions granted to those on the east bank. Lieutenant-Commander Fitzhugh sent him word that if he wished to surrender to the Army to go to Donaldsonville, and do so in proper manner; if to the Navy, the surrender would be unconditional; further than that he would be treated as a prisoner of war, and that he would give him five minutes to decide, and shell him on the expiration of that time. The rebel party immediately left and entered the

* See p. 193. † See p. 194.

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woods. Lieutenant-Commander Fitzhugh landed a party and captured, some 3 miles from the river, a first lieutenant named Kingsley and 2 horses; the others escaped. The prisoner and the horses were turned over to the military authorities at Donaldsonville.

Lieutenant-Commander Fitzhugh states that he learns that these outlaws were well received in the families of most of the planters in the country they prowl over, and do little more than steal their horses and board with them, and that the military from Donaldsonville to Plaquemine are scouring the country for them.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Acting Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, for a further reduction of the Mississippi Squadron.*

NAVY DEPARTMENT, *June 2, 1865.*

SIR: Reduce the Mississippi Squadron with all possible dispatch to 15 vessels, to be selected by you as the most efficient for the present and prospective condition of affairs and send to the Department a list of them. You can have, in addition, such storeships as this force may require.

Fill up the vessels that remain as the fixed force of the squadron with their complement of officers and men. Retain for this purpose good volunteer officers so far as possible, those who wish to remain a while longer in the service, and transmit the names of all other volunteer officers to the Department, in order that they may be honorably mustered out of the service. Of the men, you will retain those who have the longest time to serve, and recommend to the Bureau of Equipment and Recruiting such as you deem proper for discharge.

In forwarding to the Department a list of the vessels retained, send with it lists of the officers of each and complete muster rolls of their crews, the latter to the Bureau of Equipment and Recruiting.

All property hitherto belonging to the rebel Naval Department, or that was under its control, will be taken possession of by you and an account taken, with an estimate of the value thereof, and forwarded to this Department. If such property is in the possession of the U. S. military forces, make a written request for it, and report your action to this Department, that necessary orders may be given by the War Department for its delivery to the Navy.

Economize in the use of coal and give directions to all vessels to keep steam down, except in an emergency, of which the senior officer shall judge, under directions of the commander of the squadron.

Very respectfully,

G. V. FOX,
*Acting Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the best place for laying up of the ironclads.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, June 3, 1865.*

SIR: The Department's letter of 29th ultimo is received, enquiring what place on the Mississippi above New Orleans is best suited for laying up the ironclads of this squadron and the conditions on which such suitable place can be procured. The most convenient place for laying up and taking care of the ironclads would be between Cairo and Mound City, where two or three officers for the whole and two or three men for each could look after them. I suppose it would be best to keep their guns and ammunition at the point where they are laid up. The only objection to bringing them here is that in the fall of the year the least water below Cairo is sometimes 5½, generally 6 or 8 feet, and this for a period of about two months. When the river is low, logs make navigation dangerous. The *Neosho* draws about 5½ feet, the "turtles" generally about 6 feet. Except those ironclads and rams mentioned in my No. 249, of 29th ultimo, I would recommend that the ironclads of this squadron be laid up here. There would be no attending expense, except that above mentioned, for officers and men.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to the commanding officer, U. S. S. Tensas.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, June 5, 1865.*

SIR: Report to Commodore J. W. Livingston with the *Tensas* under your command for temporary duty.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

COMMANDING OFFICER OF U. S. S. TENSAS.

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*Report of Acting Volunteer Lieutenant Morgan, U. S. Navy, forwarding articles found in the baggage of Captain Sinclair, C. S. Navy.*

U. S. S. NEOSHO,
*Off Ellis Cliffs, June 5, 1865.*

SIR: I have the honor to report to you that on the morning of the 2d instant I left the vessel with the gig and armed crew and proceeded down the [Mississippi] river about 3 miles to Green's

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plantation. On going to the house I observed on the gallery a double haversack, containing, as I supposed, clothing, and lying on the top a Navy revolver. I asked Mr. Green to whom it belonged; he replied, to a man who had introduced himself as Captain Sinclair of the Confederate Navy, paroled at Mobile, who had just left the house to procure a horse a little distance below. At my request Mr. Green sent a boy to invite him to the house; the boy returned, saying the man had run off. Upon enquiring I found that upon seeing the boat land he had fled, apparently in great fear. Upon inspecting his baggage I found therein a large rebel naval flag, two Navy revolvers, a rebel naval ordnance manual, Regulations for the Navy of the Confederate States, and some blank forms; also a rebel Navy Register for 1864. The above articles I took possession of, and have the honor to forward them to your address by dispatch boat *General Lyon*.

Very respectfully, your obedient servant,

EDWARD MORGAN,
*Acting Volunteer Lieutenant, Commanding.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*Instructions from the Acting Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the reduction of the squadron under his command.*

NAVY DEPARTMENT, *June 8, 1865.*

SIR: The Department has received your communication of the 29th ultimo, relative to the reduction of the Mississippi squadron.

With regard to the dispostion of the surplus ironclads, the Department has already written for your opinion for a suitable place for laying them up.

No more vessels or crews will be sent to the West Gulf Squadron than the Department has ordered. The steamers *General Bragg* and *General Price* are to be sold at Mound City, to which place they have been ordered, if they can get there; otherwise at New Orleans, under the directions of the Bureau of Construction.

The Bureau of Ordnance has given its attention to matters pertaining to that branch referred to in your letter, and has been directed not to forward ordnance stores to the West Gulf Squadron, where no provision exists for storing them.

The vessels to be disposed of, excepting those ordered to New Orleans, will be assembled at such points within the limits of your command as shall be directed by the Bureau of Construction, after receiving suggestions from yourself.

Since the above was written, your dispatch No. 261, of the 3d instant, relative to a suitable place for laying up the ironclads has been received.

In conformity with your opinion that the most convenient place for the purpose would be at Mound City, the Department directs that they be sent to and laid up at that place. You will turn them

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over to Commodore Livingston, who has been instructed to receive them.

On the 2d instant, instructions were sent you for a still further reduction of the squadron.

Very respectfully,

G. V. Fox,
*Acting Secretary of the Navy.*

Acting Rear-Admiral S. P. Lee,
*Commanding Mississippi Squadron, Mound City, Ill.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the reduction of the squadron under his command.*

Mississippi Squadron,
*Flagship Tempest, Mound City, June 8, 1865.*

Sir: The Department's communication of 2d June is received, and its instructions will be carried into effect with all practicable dispatch.

It directs the reduction of the squadron to 15 vessels, and allows, in addition, such storeships as this force may require. If the list enclosed in my No. 249, of 29th May, of 13 tinclads and 7 others (transports, towboats, and tugs), is not a compliance with the terms of this dispatch, I respectfully propose to amend it by withdrawing the tinclads *Moose* and *Prairie Bird* and the tugs *Little Rebel*, *Fern*, and *Ivy*.

In compliance with the fourth paragraph of this dispatch, relating to all property belonging to the rebel Naval Department, or that was under its control, I have written to Commander Thomas Pattison, commanding naval station, Memphis, and to Brevet Major-General J. E. Smith, commanding District of West Tennessee (copies enclosed, 1, 2).

I have the honor to be, sir, very respectfully, yours,

S. P. Lee,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. Gideon Welles,
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

Mississippi Squadron,
*Flagship Tempest, Mound City, June 8, 1865.*

Sir: The Navy Department, under date of 2d instant, informs me that all property hitherto belonging to the rebel Naval Department, or that was under its control, will be taken possession of by me, and an account taken, with an estimate of the value thereof, and forwarded to the Department, and if such property is in the possession of the United States military forces, directs that I make a written request for it, and report my action to the Department, that the necessary orders may be given by the War Department for its delivery to the Navy.

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I have heard, but have no official information about it, that the navy yard at Memphis belonged to, or was under control of, the rebel Navy Department previous to the capture of the place by Rear-Admiral Davis in 1862.

You will know if this was so, and if it was the case, deliver the enclosed letter to Brevet Major-General J. E. Smith, commanding District of West Tennessee, asking for the complete and immediate transfer to you of all the navy yard buildings and premises at Memphis. This large squadron is to be reduced immediately to 15 vessels. An order from the Department for sending all the surplus ordnance material here to Pensacola, has been revoked for want of accommodation for it there. It is suggested that there is much good storage at the Memphis Navy Yard that might be made available for the purpose. Obtain General Smith's answer with all practicable dispatch, and report to me here for consultation and further arrangements.

Very respectfully,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commander T. PATTISON,
*Commanding Naval Station, Memphis, Tenn.*

[Subenclosure.]

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, June 8, 1865.*

GENERAL: The Navy Department under date of June 2 instructs me as follows:

All property hitherto belonging to the rebel Navy Department, or that was under its control, will be taken possession of by you, and an account taken with an estimate of the value thereof, and forwarded to this Department. If such property is in the possession of the U. S. military forces, make a written request for it, and report your action to this Department, that the necessary orders may be given by the War Department for its delivery to the Navy.

Will you be good enough to inform me, with all practicable dispatch, when the public buildings and premises composing a part of the Memphis Navy Yard, and now used for army purposes, can and will be delivered for the use of the Navy.

I am, general, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Brevet Major-General J. E. SMITH,
*Comdg. District of West Tennessee, Memphis, Tenn.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, suggesting that the ironclads be laid up in Wolf River, Tenn.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, June 9, 1865.*

SIR: I transmit enclosed a copy of a letter from Commander Thomas Pattison, commanding naval station Memphis, dated June

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7, and received to-day, in reply to enquiries I addressed to him on receipt of the Department's communication of 29th May. I have ordered him here, and expect him in a few days. If, on further enquiry, I learn from him nothing unfavorable to the arrangement, I suggest that the ironclads of this squadron be laid up in Wolf River, and I request conditional authority from the Department by telegraph to make this disposition of all of them except the *Tennessee*, which can not come there on account of her draft, the *Lafayette* and *Choctaw* already ordered to New Orleans, the *Pittsburg* and *Carondelet* now here, and the *Tuscumbia* and *Indianola* dismantled at the Mound City Naval Station.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

U. S. NAVAL STATION,
*Memphis, Tenn., June 7, 1865.*

SIR: Your communication of the 2d instant, asking for information in reference to laying up ironclads at this point, has just been received. In reply I will state that I know of no other point on the Mississippi River where the ironclads could be laid up with greater safety than here. I can moor 10 of the ironclads in Wolf River, where they will be entirely out of danger of being run into or damaged by water craft. After heavy rains the water runs out of Wolf River with great force, and heretofore I have not been able to prevent the fine mortar boats moored in Wolf River from dragging out into the Mississippi, owing to the light ground tackle these boats were provided with.

There are two first-class frigate anchors, weighing 7,000 pounds each, that were taken from the Norfolk Navy Yard by the rebels and sent to Columbus, Ky., for the purpose of securing a chain across the river at that point. These anchors were afterwards sent to this place and after the taking of this city were taken possession of by the Army. The quartermaster who had charge of them informed me a short time since that I could have them. I accepted the offer and they are now at my disposal. I think one of these anchors planted in Wolf River will defy the heaviest freshet I have witnessed during the last two years. I have no chains at this station of sufficient strength to hold 10 vessels. A third-class sloop chain would be required; a larger one would be better still. During the summer months we occasionally have tornadoes here, but they seldom last over half an hour, and during these blows the vessels in Wolf River would be liable to be blown over against the right or left bank of the river. I would respectfully suggest (in case you selected this point to lay up the vessels) the propriety of keeping a small tug, with a large siphon pump attached, for the purpose of daily pumping out all vessels and keeping them afloat after heavy blows.

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I have large siphon pumps here, but no hose. The *Essex* would require pumping twice a day, with the assistance of a tug, but few men would be required to look after the vessels.

Respectfully, your obedient servant,

T. PATTISON,
*Commander, Commanding Naval Station.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*General order of Acting Rear-Admiral Lee, U. S. Navy, in view of the reduction of the Mississippi Squadron.*

GENERAL ORDER No. 71.

FLAGSHIP TEMPEST,
*Mound City, Ill., June 12, 1865.*

I. The fixed force of this squadron will be composed of 15 vessels, as follows:

*Tempest*, flagship; *General Lyon*, transport; *Samson*, *Brown*, towboats; *Thistle*, tug.

First Division, Lieutenant-Commander E. Y. McCauley, commanding, from White River, inclusive, as far up as naval operations extend—*Hastings*, *Abeona*, *Kate*.

Second Division, Lieutenant-Commander J. J. Cornwell, commanding, from White River to Grand Gulf—*Grossbeak*, *Sibyl*, *Oriole*.

Third Division, Lieutenant-Commander J. P. Foster, commanding, from Grand Gulf to New Orleans—*Ibex*, *Fort Hindman*, *Collier*, *Gamage*.

II. Divisional officers will at once send to Memphis all the ironclads, except the *Tennessee* and *Missouri*, and all the mortar vessels on the river below that point. The *General Bragg*, *General Price*, and *Little Rebel* will be retained at the mouth of Red River until further orders; the tug *Ivy* will report to Commander Pattison, commanding naval station, Memphis. With the exceptions above named all the vessels of this squadron will be sent to Mound City without delay, and divisional officers will make arrangements for gunboats, etc., ordered up to assist the ironclads and see that they have good pilots and that every precaution is taken against any of them getting aground. The vessels coming here and to Memphis will immediately be put out of commission.

III. The commanding officers of the 15 vessels retained in the squadron will send in lists of officers and complete descriptive lists and muster rolls of crews, both in duplicate. These will be sent by the semimonthly dispatch boat of June 15, which must be detained for them if necessary.

IV. Divisional officers are required to see that economy is observed in the use of coal; steam will be kept down except in an emergency, of which the senior officer will be the judge, under directions of the commander of the squadron.

V. The use of coal oil is prohibited. Vessels retained in commission will immediately obtain lard-oil lamps. All coal oil and lamps will be turned into store.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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*Order of the Secretary of the Navy to commandant naval station, Mound City, regarding the U. S. ironclads Oneota and Catawba.*

NAVY DEPARTMENT, *June 12, 1865.*

SIR: After a thorough trial of the *Oneota* and *Catawba*, lay them up at Mound City with the other ironclads, provided they will lay there safely in the winter; if not, report so to the Department.

Very respectfully, etc.,

G. WELLES,
*Secretary of the Navy.*

Commodore J. W. LIVINGSTON,
*Commanding Naval Station, Mound City, Ill.*

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*Report of Acting Master Fitzpatrick, U. S. Navy, commanding U. S. S. Siren, regarding shell taken from Confederate magazine at Randolph, Tenn.*

U. S. S. SIREN,
*Off Mound City, Ill., June 12, 1865.*

SIR: I most respectfully report to you that I have now on board this vessel 170 eight-inch shell, taken by the crew of this vessel from a magazine at Randolph, Tenn., and which were left there by the rebels at the time they evacuated that place.

I am, very respectfully, your obedient servant,

JAMES FITZPATRICK,
*Acting Master, Commanding.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Flagship Tempest.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting report regarding Memphis Naval Station and list of vessels retained for the Mississippi Squadron.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, June 14, 1865.*

SIR: The Department's communication of 8th instant, in reply to my Nos. 249 and 261, is received.

Referring to my No. 267, I transmit enclosed (1) a copy of a report from Commander T. Pattison, commanding naval station, Memphis, dated 11th instant, delivered to me on board this vessel by him yesterday. It appears that the Memphis Navy Yard would not strictly come within the provision of the Department's order of 2d instant.

In respect to storage there of surplus material and supplies from this squadron, the difficulty would be that there is no place for ammunition or loaded shell.

The navy yard itself is within the city limits. There is a small navy-yard organization there—a commander, an ensign, a paymaster, an engineer, and some laborers—and there is considerable store room; but as there is a complete station organization here,

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heads of departments, books, etc., I do not see any advantage in transferring any portion of the surplus material to that point, unless it is intended to hold the navy yard there (now partly occupied by the Army, and all of which is private property) for naval purposes. I think the ironclads to be laid up here will contain all the stores; some of the vessels to be sold will be used as temporary depositories until the arrival of the ironclads.

The Bureau of Construction informed me on the 5th instant that "general instructions with regard to sale had been sent to Admiral Thatcher, and he was instructed to sell the *General Bragg*. It now appears that vessel has been ordered to Mound City, where she will probably be sold." The Department, however, in its communication of the 8th instant, informs me that the steamers *General Bragg* and *General Price* are to be sold at Mound City, where they have been ordered if they can get there, otherwise to New Orleans.

I beg leave to say that no orders have been received by me respecting the disposition of the *General Price* and *General Bragg*. The Department instructs me in its communication of the 8th instant that no more vessels or crews will be sent to the West Gulf Squadron than the Department has ordered, and directs that the ironclads be laid up at Mound City. To prevent delay, take advantage of the present stage of water and conform to what seems to be the Department's intention. I will order these vessels to be sent here at once, also the *Tennessee* and *Little Rebel*, if the stage of water will permit.

I enclose (2) a list of the vessels finally selected to be retained in service, as directed by the Department on the 2d instant. Lists of officers and muster rolls will be forwarded as soon as received.

I have the honor to be, sir, very respectfully, yours.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

U. S. NAVAL STATION,
*Memphis, Tenn., June 11, 1865.*

SIR: Your communication of the 8th instant, asking for information in reference to the property found in this yard at the time it was taken possession of by Admiral Davis, has been received; also a communication addressed to Major-General Smith, commanding at this place, which I return to you. I did not deliver your letter to General Smith, in consequence of your instructions to me to deliver it provided the shops and yard have been held and controlled by the rebel Government.

In reply, I will state that the rebel Government did not hold the yard as rebel property or exercise jurisdiction within its limits; nevertheless nearly all the shops were employed casting cannon, mortars, shot, and manufacturing swords, pikes, etc.

The machinery and material found in these shops belonged to private individuals. After the capture of Memphis nearly all the owners of this property fled south or went to Richmond. There is sufficient

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room at this station to store all the cannon, shot, shell, provisions, and stores of all kinds belonging to the fleet.

I would not advise the storing of loaded shell or powder here.

Very respectfully, your obedient servant,

T. PATTISON,
*Commander, Commanding Naval Station, Memphis.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

[Enclosure 2.]

*List of vessels selected as the fixed force of the Mississippi Squadron.*

Tempest (flagship).
General Lyon (transport).
Samson (towboat).
Brown (towboat).
Thistle (tug).
Gunboats:
Hastings.
Abeona.
Kate.
Gunboats—Continued.
Grossbeak.
Sibyl.
Oriole.
Ibex.
Fort Hindman.
Collier.
Gamage.

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*Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Foster, U. S. Navy, regarding the laying up of U. S. S. Tennessee.*

MOUND CITY, *June 15—4 p. m.*

SIR: I enclose for your guidance copies of my instructions of 14th* and 15th of June to Lieutenant-Commander May, who went down the river this forenoon with 7 tinclads to assist in towing the vessels ordered up.

This will be sent you by the *General Lyon*, which will leave this afternoon, and will probably reach you before Lieutenant-Commander May arrives at Red River.

Take every pains to inform yourself as to whether it will be prudent, in view of the present stage of water, the prospect ahead, and the *Tennessee's* draft, to send her to this place. If you find that there is any uncertainty about her reaching here safely, you will lay her up in ordinary at your Red River depot, retaining on board only sufficient officers and men to take care of her, of whom you will send me duplicate lists and muster rolls, transferring all the supernumerary officers and men, with their accounts, to the receiving ship *Great Western*, by a public conveyance, under charge of the senior officer, whom you will instruct to report the arrival of all to me.

The supplies of all kinds on board, except what may be proper to keep in the ordnance department, if not wanted in the other vessels of your division, should be regularly turned over to the naval station at Mound City. The accounts of the few persons on board will be taken up on one of the other vessels.

A thoroughly reliable officer should be left in charge of the *Tennessee*

I enclose a copy from Lieutenant Kautz, of this vessel, as to present depth in the channel below Cairo, etc.

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* Not found.

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As you will make Red River your coal depot, can you not prepare for the arrival of Lieutenant-Commander May by having your spare vessels tow up the coal barges from below to that point? As, at this season, it will not do to detain the deep-draft vessels below and they must be dispatched for this place, you will have to get up your barges from below Red River with the vessels of your division if it would injudiciously detain the vessel below Red River to tow the coal barges to that point.

The returns required by my General Order No. 71 and Special Order 10 [?] must be sent up without delay. I have authorized the detention of the *General Lyon* for them, but important as it is to have these returns, I do not want her unreasonably detained for them in case of vessels up Red River.

Avail yourself of every fitting opportunity to send up empty coal barges, even if no farther than Skipwith's Landing. I sent down by the *Robb* four large mortar boats, built with a frame or gunwale hull and decked over, which will be useful for wrecking gunboats. Collect all the mortars and mortar vessels of every description in your division at Red River and report what disposition you consider it advisable to make of them. I suppose that the mortar and the iron rifle screenings could be sent to Cairo advantageously, but it would cost more than would be repaid by any prospective advantage to tow the barges there. I will thank you to give careful attention to this letter and its enclosures and to previous orders yet unexecuted.

Very respectfully, yours,

S. P. LEE,
*Rear-Admiral, Commanding Mississippi Squadron.*

J. P. FOSTER.

[Enclosure.]

MOUND CITY, *June 15.*

SIR: You will observe the following in addition to my memorandum of instructions to you of yesterday's date.

You have orders to bring the *Tennessee* up. I understand her draft is 14 feet. Learn exactly what it is. Unless Lieutenant-Commander Foster or, in his absence, yourself, feels assured from the best information that can be obtained that the *Tennessee* can be safely brought to Mound City, you will not attempt to bring her up, but will leave her with Lieutenant-Commander Foster.

Instruct the commanding officers of all the deep-draft vessels you bring up that they must not attempt to pass any difficult or doubtful bar without previously sounding it in boats and buoying it properly. Call their particular attention to the following points: Helena Bar, President's Island, Plum Point, Island 20, Island 25, and Point Pleasant.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander R. L. MAY,
*U. S. S. Ibex.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master French, U. S. Navy, commanding U. S. S. William H. Brown.*

MOUND CITY, *June 15*, [*1865*].

SIR: Proceed down the Mississippi with the *Brown* under your command and report to Lieutenant R. L. May for further orders. Use dispatch.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master J. A. FRENCH,
*Commanding U. S. S. Brown, Mound City.*

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*Correspondence regarding certain contracts for raising vessels sunk by the Confederates in Yazoo River or other tributaries of the Mississippi, from June 15 to November 13, 1865.*

**Letter from the Secretary of the Treasury to the Secretary of the Navy, with enclosures.**

TREASURY DEPARTMENT, *July 7, 1865.*

SIR: I have the honor to transmit herewith a letter from John Colerick, esq., and enclosure, relative to certain steamers sunk in the Yazoo River.

It is stated to me that a contract was made some time since with certain parties by your Department to raise on its account or that of Government the vessels in question.

I will thank you to advise me as early as convenient whether this statement is correct or not, and to furnish me with any information in the premises you may see proper to communicate, returning the enclosure with your reply.

With great respect,

H. MCCULLOCH.

Hon. GIDEON WELLES,
*Secretary of the Navy.*

**[Endorsement.]**

Answer as below:

A proposition was made to the Navy Department by B. J. & B. Weaver, of St. Louis, and F. W. Brooks, of Memphis, for raising the vessels sunk by the rebels in the Yazoo River.

On the 23d January, 1864, Admiral Porter was authorized to make an agreement with them, with the power to annul it if the work was not promptly commenced.

The property recovered was to be sold under the order of the courts, so that no private rights should be invaded.

Nothing was done by these parties, and Admiral Porter has verbally stated that the agreement was set aside by him as he was authorized to do.

The Navy Department has not since taken any other steps in the matter.

J. L.

JULY 10.

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[Enclosure.]

WASHINGTON CITY, D. C., *June 15, 1865.*

DEAR SIR: Enclosed please find a statement of the claim concerning which I conferred with you this morning. I am myself largely interested in the granting of this claim, and hence feel an anxiety in getting it through as soon as possible, not simply from my wish to speedily reap the benefits thereof, but also from the fact that the property is daily diminishing in value in consequence of outside spoliation by individual wreckers; and in addition thereto, it is only during low-water time that the raising of the boats can be effected, and if not commenced soon the low-water season will have passed before we will be able to accomplish the same.

These boats, you will understand, were not used in the rebel service, but were exclusively private property, not the private property of loyal men, seized by the rebel authorities, but the private property of rebel owners, who were fully paid for the same by the rebel Government.

Mr. Montgomery, being an old and experienced river man, knew much better than the rebel authorities at Richmond the value of these vessels in their submerged condition, and accordingly purchased them at a comparatively low figure. I am well satisfied that his title to the ownership of the same is good, otherwise I should not have engaged with him in the matter. And now, in conclusion, being largely and materially interested in this claim, I hope you will give it your early and personal attention; if delayed, individual wreckers upon the river will have completed the removal of the same beyond our reach.

Yours, respectfully,

JOHN COLERICK.

Hon. H. M. MCCULLOCH.

P. S.—If you conclude, as I confidently hope you will, to grant the desired permission, please enclose the necessary authority to Mr. Montgomery in a letter directed to me at Fort Wayne.

J. C.

N. B.—Mr. Montgomery was paroled and afterwards took the amnesty oath at General Dix's office at New York. I have seen and examined both documents. He took the amnesty oath under Mr. Lincoln's proclamation.

[Subenclosure.]

Joseph E. Montgomery swears that in the month of July, 1863, 27 steam transports belonging to rebel owners were ordered by the then so-called Confederate Government to be sunk in the Yazoo River and its tributaries, to prevent the same from falling into the possession of the Federal Government, and said rebel owners were fully compensated therefor by said so-called Confederate Government.

Afterwards, in the month of November, 1863, said vessels were purchased from the rebel authorities by this affiant, he intending to raise and take possession of the same at the close of the rebellion.

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Wherefore affiant asks that he may now be permitted to raise said vessels and take possession thereof.

JOSEPH E. MONTGOMERY.

JUNE 15, 1865.

Sworn and subscribed before me at Washington, D. C., this 16th day of June, 1865.

M. H. N. KENDIG,
*Notary Public.*

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**Letter from the Secretary of the Treasury to the Secretary of the Navy, transmitting correspondence with John Colerick.**

TREASURY DEPARTMENT, *July 14, 1865.*

SIR: I have the honor to acknowledge the receipt of your letter of the 10th instant, relative to certain steamers sunk in the Yazoo River, and to enclose herewith, for your information, a copy of the correspondence had between Mr. Colerick and this Department on the subject.

With great respect,

H. MCCULLOCH,
*Secretary of the Treasury.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

[1st endorsement.]

The agreement which Admiral Porter was authorized to make on the 23d January, 1864, with Messrs. Weaver and Brooks, was with the understanding that the work was to be promptly commenced and vigorously prosecuted, and if not, he was authorized to set it aside.

Nothing has been done, and it is void at the option of the Department.

J. L.

[2nd endorsement.]

The parties were at the Department July 18, and verbally informed the Department that they were going on under the contract made with Rear-Admiral Porter.

FOX.

[Enclosures.]

TREASURY DEPARTMENT, *July 7, 1865.*

SIR: I have received your letter * of the 30th ultimo, relative to the proposition to raise certain steamers sunk in the Yazoo River.

It having been stated to me that the Navy Department had some time since made a contract for raising the same vessels, I have written to ascertain whether such is the case or not, and, as soon as I learn the facts, I will communicate fully with you on the subject.

Very truly, yours, etc.,

HUGH MCCULLOUGH,
*Secretary of the Treasury.*

JNO. COLERICK, Esq.,
*Fort Wayne, Ind.*

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* Not found.

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TREASURY DEPARTMENT, *July 13, 1865.*

SIR: Referring to my letter to you of the 7th instant, relative to Mr. Montgomery's desire to raise certain steamers sunk in the Yazoo, I have now to state that I am advised by the Secretary of the Navy that a contract was made by that Department in January, 1864, with certain persons to raise the same vessels, but that the contract was since annulled on the ground that nothing had been done under it.

As the Navy Department has once made a contract covering the case, it is probable that it may still desire to retain control of the matter. At all events, in view of the circumstances connected with it and the terms of the law upon the subject of property of that class, I do not feel authorized to make any stipulations in regard to it.

Very respectfully,

HUGH MCCULLOCH,
*Secretary of the Treasury.*

JNO. COLERICK, Esq.,
*Fort Wayne, Ind.*

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**Letter from the Secretary of the Navy to the Secretary of the Treasury regarding contract made by Admiral Porter.**

NAVY DEPARTMENT, *November 13, 1865.*

SIR: On the 22d of January, 1864, Rear-Admiral Porter, in command of the Mississippi Squadron, was authorized to form a contract with Messrs. Weaver and Brooks, or other responsible parties, for the purpose of raising sunken vessels in the Yazoo or Mississippi and its tributaries, and in conformity with such authority a contract was made by Rear-Admiral Porter with said Weaver and Brooks, which was not carried into execution on their part. This contract has been assigned or transferred or other parties admitted to a participation in it, until now the Missouri Wrecking Company, which is known to be responsible and competent, proposes to carry it out with slightly modified terms.

I have the honor to enquire if your Department has formed any contract, or proposes to do so, for the raising of this property, and, further, to notify you of the foregoing facts and to inform you that this Department proposes to take no further action in regard to it.

Very respectfully,

GIDEON WELLES,
*Secretary of the Navy.*

Hon. HUGH MCCULLOCH,
*Secretary of the Treasury.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Fitzpatrick, U. S. Navy, regarding disposition of shell from magazine at Randolph, Tenn.*

MOUND CITY, *June 16,* [*1865*].

SIR: Yours of the 12th instant is received, reporting that you have on board 170 VIII-inch shell, taken from a magazine at Randolph, Tenn.

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Turn them over to the naval station there, giving and taking formal invoices and receipts, and transmitting the latter to me.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master JAMES FITZPATRICK,
*Commanding U. S. S. Siren.*

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[Telegram.]

NAVY DEPARTMENT,
BUREAU OF NAVIGATION AND OFFICE OF DETAIL,
*Washington, D. C., June 17, 1865.*

SIR: In reply to your letter of the 11th instant, requesting a leave of absence, you are informed that when the squadron is reduced, as has been directed, you can then be detached from your command.

By direction of the Secretary of the Navy:

Respectfully,

P. DRAYTON,
*Chief of Bureau.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Thompson, U. S. Navy, commanding U. S. S. Naumkeag.*

MOUND CITY, *June 17*, [*1865*].

SIR: Report to Commodore Livingston, with the *Naumkeag* under your command, for the purpose of transporting surplus paymaster's stores from the naval station, Mound City, to New Orleans, under such instructions as he may give you. Use dispatch.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master A. F. THOMPSON,
*Commanding U. S. S. Naumkeag.*

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*Letter from the Secretary of the Navy to the Secretary of War, requesting stowage of ordnance material at Jefferson Barracks Reserve.*

NAVY DEPARTMENT, *June 19, 1865.*

SIR: I have the honor to request that instructions may be given to allow the stowage in Jefferson Barracks Reserve, near St. Louis, of the guns, ammunition, and stores that are being landed from the vessels of the Mississippi Squadron. There is no suitable or convenient place for stowing these articles under the control of the navy on the Western waters.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Hon. E. M. STANTON,
*Secretary of War.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Hickey, U. S. Navy, commanding U. S. S. Curlew, for towing of U. S. S. Essex to Mound City.*

MOUND CITY, *June 19, 1865.*

SIR: The *Curlew* and *Colossus* will, after coaling and receiving pilots, if necessary, proceed without delay to Memphis, for the purpose of towing the ironclad *Essex* to this place to be laid up. Use all practicable dispatch.

Show this order to the commanding officer of the *Colossus*, to Commander Pattison, commanding naval station, Memphis, and to the commanding officer of the *Essex*.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master MICHAEL HICKEY,
*Commanding U. S. S. Curlew, Mound City.*

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*Additional order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Hickey, U. S. Navy, regarding towing of U. S. S. Essex to Mound City.*

MOUND CITY, *June 19, 1865.*

SIR: My orders of this date are so far changed that you will substitute the U. S. S. *Argosy* for the *Colossus*, to assist in towing the U. S. S. *Essex* to this place.

You will take with you First-Class Pilot Allison Emerson, of the *Forest Rose*. Pass no doubtful place until you have thoroughly sounded and buoyed them in boats. On your return Mr. Emerson will return to the *Forest Rose*.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master MICHAEL HICKEY,
*Commanding U. S. S. Curlew.*

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[Telegram.]

NAVY DEPARTMENT, *June 19, 1865.*

Communicate personally with Major Callender, commanding St. Louis Arsenal, who is authorized by War Department to allow you to occupy of Jefferson Barracks reserve the ground necessary to stow all the guns, carriages, stores, and gunpowder from your squadron. You are authorized to erect at once the necessary temporary sheds and storehouses and a magazine for the powder, and you will move everything of the kind up there as soon as practicable. It is believed that the anchorage above the naval depot at Mound City, formerly used by the powder boats, affords the safest position for the ironclads. Show this order to Commodore Livingston.

G. WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

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[Telegram.]

WASHINGTON, *June 19, 1865.*

SIR: I last evening received your note of yesterday.

The orders which have been given for reducing the Mississippi Squadron, and which are to be carried into immediate effect, will lead to the relief and detachment of Acting Rear-Admiral Lee within a few weeks. I apprehend that not more than three or four weeks will be required—perhaps less.

Under these circumstances it would not be advisable, nor do I think he would be disposed, to leave his post. He will, under orders sent, reduce his squadron to 15 vessels, dispose of ordnance and munitions as directed, and then turn over what remains to the officer designated, or who is senior on the station. While this work is being done—the winding up of his labors—he should not, in justice to himself and the Government, be absent.

His detention will be brief, and Acting Rear-Admiral Lee is so correct and accurate a business man that I know he would wish himself to close up the final affairs of the squadron he has commanded with so much ability and such indefatigable energy.

Sincerely, yours,

GIDEON WELLES.

Hon. F. P. BLAIR.

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[Telegram.]

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, June 19, 1865—9:45 p. m.*

Telegram received and shown Commodore Livingston.

There is plenty of covered room at Mound City station for everything, including gun carriages, except powder and loaded shell, and plenty of room for these in the ironclads, which are most excellent floating magazines.

A few navy transports will readily convey all material from here to Jefferson Barracks, where, probably, the accommodation required will have to be constructed, as recently we had to bring away 500 barrels of powder which the army could no longer accommodate. Soon as I can collect necessary data will see Major Callender. Am I authorized to construct necessary powder magazines, buildings for loaded shell, and sheds for gun carriages at St. Louis? Your telegram comes confused on this material point. At St. Louis all material must be hauled a mile, here 100 yards on a tramway. The work is going on well here and the worst and most of it is over. All ordnance material will be transferred to St. Louis as soon as practicable.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the laying up of vessels and care of ordnance material.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, June 20, 1865.*

SIR: I transmit enclosed (1) a corrected copy of my telegram of last night in reply to the Department's telegram of the same date.

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The pilots say there is from 7 to 9 feet at low water in the basin (chute) above Mound City; at low water the upper part of it is dry and there is 2 or 3 feet on the bar below it, so that even the lightest draft tinclads can not then get there. There are some logs in this basin dangerous to the bottoms of vessels at low water. All but about a dozen of the tinclads have been discharged of their batteries, armor, etc., and the vessels will soon be laid up.

The balance of the vessels I propose to continue to discharge here, that they may be laid up and their crews discharged (as soon as an order is received from the Bureau of Equipment and Recruiting in regard to surplus men) and great expense saved. The deposit of their material, whether at the naval station or afloat, is made by the crews of the vessels cheaply and conveniently, and this material will be well cared for and kept under cover where necessary, either ashore or afloat.

The arrangement is a good one and is working well. The transfer of material to St. Louis will be made as soon as preparations are made there for its reception.

I am collecting data as to the amount of ordnance material here, so as to know what extent of cover and other accommodation will be required at St. Louis.

After a personal conference with Major [F. D.] Callender, I propose to detail Lieutenant-Commander Babcock, a worthy and attentive officer, a paymaster, an ensign, a gunner, a carpenter, and a few quarter gunners, with such authority and under such instructions as the Department may have communicated to me, to build all the magazines and temporary sheds and make all the arrangements at St. Louis for the care of the ordnance material of this squadron. I understand that the purpose of the Department is to include in this transportation all the ordnance and ordnance material turned in to the station here with that previously on hand, except so much as may be wanted for a six months' supply for the squadron. It may be necessary to retain two or three of the light-draft vessels from the proposed sale for the purpose of transporting ordnance material to St. Louis. It may be several months, however, before their services are required if the necessary buildings are to be erected at Jefferson Barracks. I request that the Department will instruct me as to the subject-matter of this letter where necessary.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Rogers, U. S. Navy, for raising or wrecking vessels sunk near Johnsonville, Tenn., and Smithland, Ky.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, June 20, 1865.*

SIR: As soon as you are ready with the *Kate* proceed to the Tennessee River and raise or wreck, as the case may require, the gunboats *Undine*, *Key West*, *Elfin*, and *Tawah* at or near Johnsonville; also

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the sunken coal barge there. Keep a careful list and report to me all material saved, and have the parts of the machinery so marked that they can be readily put together. I confide to your judgment and skill the faithful and intelligent execution of this important duty.

There are two sunken coal barges at or near Smithland requiring your attention when convenient. I telegraphed Lieutenant-Commander Boyd to-day to leave a coal barge at Paducah for you.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant G. W. ROGERS,
*Commanding U. S. S. Kate, Mound City.*

P. S.—You will operate on nothing that does not belong to the Navy or that the Navy has not an undisputed claim to.

S. P. LEE,
*Acting Rear-Admiral, etc.*

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*Report of Lieutenant-Commander Cornwell, U. S. Navy, regarding the capture by guerrillas of steamer Idaho, near Greenville, Miss.; also measures for the interception of Confederate cotton.*

U. S. S. GROSSBEAK, *June 20, 1865.*

SIR: A few days since a small trading steamer, the *Idaho*, was captured by some guerrillas near Greenville, Miss. Some of the guerrillas, I was told, took passage up in the steamer, pretending to own cotton near the landing. While the robbers were engaged unloading the vessel of the stores she had in, they first having tied the officers and crew, leaving the captain of the gang to watch them, the crew rushed on him and, having secured him, cut the lines, shoved into the stream, and escaped. I communicated with the commanding general at Vicksburg, who has sent a party of 50 cavalrymen to scour the country in that neighborhood.

I did intend going up in this vessel, but am obliged to stay here to see to the barges, etc.

The *Oriole* is now lying at the mouth of the Yazoo, to intercept a vessel said to have on board 400 bales of cotton belonging to the Confederate States. I was requested to send her to report at Vicksburg by the special Treasury agent appointed for the purpose of looking after Confederate cotton.

After the above-mentioned vessel is secured and the barges all at Skipwith's Landing, I will order the *Oriole* to lie there with them. Then the *Sibyl*, Lieutenant-Commander Mitchell, can move through the district above that place and this vessel through the lower part, between Grand Gulf and Skipwith's, rendering such assistance to the well-disposed people as may be necessary.

Very respectfully,

J. J. CORNWELL,
*Lieut. Comdr., Comdg. Second Division Mississippi Squadron.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Gould, U. S. Navy, commanding U. S. S. Forest Rose, regarding transportation of stores.*

MOUND CITY, *June 21, 1865.*

SIR: Report to Commodore Livingston with the *Forest Rose* under your command, for the purpose of transporting surplus paymaster's stores from the naval station, Mound City, to New Orleans, under such instructions as he may give you. Use dispatch.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant GOULD,
*Commanding U. S. S. Forest Rose.*

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*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, referring to previous instructions regarding laying up of the squadron.*

NAVY DEPARTMENT, *June 23, 1865.*

SIR: From your telegram of the 19th instant, in reply to the Department's of that date, it would appear that the latter was confused or not fully understood by you. I therefore had it repeated and now enclose you a copy of it. It seems to cover all the matters not disposed of relative to laying up the squadron and providing for the guns, stores, etc., to be taken out of the vessels. No ammunition, loaded shells, or combustible matter is to be allowed to remain in any of the vessels not in commission. It is presumed there is ample room for stowing such articles on Jefferson Barracks Reserve (not at the arsenal), where suitable covering for them can in a short time be provided.

Very respectfully, etc.,

G. WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S .P. LEE,
*Commanding Mississippi Squadron, Mound City.*

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[Telegram.]

NAVY DEPARTMENT, *June 23, 1865.*

The Department will bring the *Oneota* and *Catawba* to the Delaware. Have you engineers and other officers for them? If so, send the vessels to New Orleans to await orders and convoy.

Answer.

G. WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

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[Telegram.]

NAVY DEPARTMENT, *June 25, 1865.*

Reduce the Mississippi Squadron to five vessels only in commission, you to select the five. Keep the ironclads at the best anchorage for safety and protection.

G. WELLES,
*Secretary.*

Acting Rear-Admiral S .P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

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*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding a further reduction of the Mississippi Squadron.*

NAVY DEPARTMENT, *June 26, 1865.*

SIR: The following copy of a telegram sent to you yesterday is given for your information:

Reduce the Mississippi Squadron to five vessels only in commission, you to select the five. Keep the ironclads at the best anchorage for safety and protection.

The reduction thus ordered will take place as early as practicable, including the personnel of the fleet and the abandonment of all stations excepting Mound City. Such vessels, other than the ironclads, as you may recommend to the Bureau of Construction, will be sold. A few light-drafts beyond the five comprising the fleet may be retained until the stores, ammunition, etc., are removed to Jefferson Reserve.

Very respectfully, etc.,

G. WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, with enclosures, regarding temporary naval ordnance depot at Jefferson Barracks, Mo.*

No. 291.] MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, June 27, 1865.*

SIR: The Department's letter of 23d instant is received, enclosing a copy of its telegram of 19th instant; the latter was repeated correctly.

I have visited St. Louis, and have made and am making good arrangements for carrying out the Department's instructions. I beg leave to refer to the enclosed copy of my letter of instructions to Lieutenant-Commander Babcock (1), and of my order to Fleet Paymaster Gulick (2), both of yesterday's date. I have arranged with Commodore Livingston to send up a competent carpenter, with men and material from the station here, to arrange means for getting the heavy material up the bank. The necessary buildings will be put

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up, by contract, with all practicable dispatch; they will be of wood and of a temporary character.

I carefully examined the ground at Jefferson Barracks Reserve, and selected appropriate sites on the southern portion, which is unoccupied by the Army. I conferred with the military authorities, and found them well disposed to accommodate the Navy.

I have sent the Coast Survey party, under Sub-Assistant [T. C.] Bowie, to run the necessary lines for enclosures and to map the portion of the reserve to be occupied by the Navy. The whole reserve embraces about 1,700 acres; the best portion of the ground is that occupied by the barracks, and I hope this may be at a convenient day transferred to the Navy. There is a dispute regarding the title to the tract, and the matter is now before the Court of Claims.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, June 26, 1865.*

SIR: The Navy Department, under date of 19th June, informs me by telegraph that Major Callender, commanding St. Louis Arsenal, is authorized by the War Department to allow me to occupy of Jefferson Barracks Reserve the ground necessary to store all the guns, carriages, stores, and gunpowder from this squadron, and authorizes me to erect at once the necessary temporary sheds and storehouses and a magazine for the powder, and directs me to move everything of the kind up there as soon as practicable.

You are hereby assigned to the charge of the naval ordnance depot establishing at Jefferson Barracks, Mo. I have pointed out to you two localities south of the barracks's enclosure—the one on the slope just east of the cemetery, where the guns, shot, and empty shell will be placed; the other to the southward, in the woods, where temporary magazines will be erected for powder and fixed ammunition.

At the first location there will be required a building for ordnance stores and sheds for the gun carriages. Both locations must be enclosed with a paling fence. There is a pretty good natural road leading from the landing to each place of deposit, but these will require some little work on them.

The *Reindeer* and *Volunteer* will be employed at once in transporting from this place to Jefferson Barracks all ordnance material that will stand exposure to the weather.

Major Callender, commanding at the St. Louis Arsenal, and Colonel [William] Myers, chief quartermaster at St. Louis, will advise and assist you in their respective departments. Major Callender says that you can make a very advantageous contract to remove the guns and, perhaps, shot and shell from the boats to their skids and platforms with a person whom he employs, who has wheels, etc., for the purpose.

You will take from here with you a list of the ordnance material to be housed and placed out of doors, so that Major Callender can in-

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form you of the probable cost of building the magazine storehouses, sheds, and skids required. I left with the major yesterday Gunner Ritter's memorandum of the buildings required, and requested him to examine and correct the same, estimate the cost, etc.

Colonel Myers, I suppose, can, and no doubt will, extend to you a good deal of army assistance in the way of transportation.

I propose to send to you from here the hospital barge *Fitch*, in charge of a line officer, who is also a gunner, with as many good, healthy contrabands as she can accommodate, provisions for them, several good quarter gunners, a half dozen carpenters (with tools), and a ship's writer, all enlisted men. All these you will select at once and report to me any additional necessary orders. I will direct the fleet paymaster to detail an assistant paymaster and supply him with funds.

There is doubtless a good deal of material that can be taken from here for the purpose of making skids for the guns and platforms for shot and shell, etc., for which you will be afforded transportation. As soon as your arrangements are completed here, which should be in the course of a day or two, you will at once proceed to St. Louis and take prompt and judicious measures, in concert with Major Callender, for erecting the buildings, enclosures, etc., required. The instructions of the Department require temporary buildings; therefore you will be careful to incur no more expense than is absolutely necessary for the temporary care there of the ordnance material of this squadron ashore here and afloat. With such intelligent arrangements as Major Callender can put you in the way of making, these buildings and sheds ought to be put up in a few weeks. I feel satisfied that you will manage the matter well. Report proceedings.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander C. A. BABCOCK,
*Fleet Ordnance Officer, Mound City.*

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MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, June 26, 1865.*

SIR: I have ordered Lieutenant-Commander Babcock to take charge of the temporary ordnance depot at Jefferson Barracks, Mo., and intend sending there the barge *Fitch*, with about a hundred men, including several quarter gunners, carpenters, mates, etc. I desire you to detail a competent acting assistant paymaster to take up the accounts of these men and supply them with provisions, etc. You will please furnish him with sufficient funds to pay for the erection of magazines, storehouses, sheds, etc, under the Department's authority of June 19, copy enclosed.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Fleet Paymaster J. S. GULICK,
*Naval Station, Mound City.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, discussing the reduction of the squadron under his command.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, June 27, 1865.*

SIR: The Department's telegram of 25th instant is received, directing me to reduce the Mississippi Squadron to five vessels only in commission, to be selected by myself.

It is very difficult to organize this squadron on that number of vessels, as fully five vessels will be required for purposes of transportation, to move supplies, etc., on the river and ordnance material to Jefferson Barracks.

Of the gunboats, the *Tempest* is flagship and the *Abeona* has a Coast-Survey party on board. A few days' surveying will be required at Jefferson Barracks in connection with the establishment of the naval ordnance depot there, and a few weeks' surveying between St. Mary's and Alton will complete the reconnoissance of the Mississippi from Cairo to Alton.

The Kate is engaged in wrecking sunken gunboats, an operation which will take several months and which could be pursued to its conclusion under the directions of the commandant of the naval station here, should the squadron meanwhile be laid up, which would be the practical result of a strict compliance with the Department's order of the 25th.

If five gunboats are to be retained, including the *Tempest*, *Abeona*, and *Kate*, at least five other vessels, and I believe two or three more, will be required for a while for transportation and towing.

The Department will see from the enclosed copy of Lieutenant-Commander Fitzhugh's supplementary report* of this date, the material substance of which was reported to me verbally, but unintentionally omitted from his written report to me of the 20th instant, and which omission I did not discover until after I had left here for Jefferson Barracks, that, in the opinion of General Herron, commanding up Red River, gunboat cooperation is no longer needed there. The water on the falls at Alexandria is already too low for gunboats to remain above that place, and in a month or two there will not be sufficient water on the bar at the mouth of Red River to pass them.

It is certain, I think, that the *Tennessee*, drawing from 14 to 14½ feet, can not be brought here, and the conditional order I gave to lay her up at the mouth of Red River is being carried out. Under the conditions, present and prospective, there is nothing to do but to turn her over to the care of the naval authorities at New Orleans.

In view of your order further to reduce this squadron, and your previous order to send no more vessels to New Orleans, further instructions from the Department in regard to the *Tennessee* are necessary.

There are on the river a large number of mortar vessels, coal barges, and some workshop barges. I propose to bring up here such of these as will be useful in connection with the transportation of ordnance material to Jefferson Barracks and for wrecking gunboats.

If the squadron is broken up it would not pay to tow the remainder here, nor would there be any use for them. I propose, therefore, to take off and bring here the mortars and rifle screening, and then to

* Not found.

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sell the balance of the mortar vessels, which are of very little value, at the most convenient river towns for what they will bring. The same disposition should be made of the coal barges and of any overplus of coal on the river when no longer needed. I ask instructions about this.

Memphis Naval Station, Skipwith's Landing, and the mouth of Red River are the three coal depots on the Mississippi where these mortar rafts, barges, and workshops are collected, and it will take a month or six weeks to dispose of them.

The sale of vessels at this point is advertised for the 17th of August. It will be desirable, therefore, to have the vessels employed on squadron duty in connection with the reduction in readiness for the sale, and there is considerable towing, etc., in the meantime to be done.

The Bureau of Equipment and Recruiting, under date of June 23, telegraphs me to keep about 1,500 men and discharge those having shortest time to serve. The reduction of the squadron to five vessels will leave from 2,000 to 2,500 surplus men, whose terms of service will expire after 1st of January next.

Commodore Livingston says that he can accommodate about 600 on the receiving ship. Some of the tinclads intended for sale will have to be converted into temporary receiving vessels for the others. No orders have been given me what further disposition to make of these men. I recommended to the bureau on the 19th instant that those not needed be discharged. They will be kept here at considerable public expense, and if they are to be sent elsewhere or discharged it is desirable that early instructions be sent me as to their disposition. Should it be desired to retain any or all of them for the contingencies of service, they can be kept on the tinclads for the present and transferred to the ironclads when the ordnance stores on the latter are removed to Jefferson Barracks. I would like to know what the final disposition of these men is to be, so as to arrange accordingly. I have ascertained from a number of commanding officers of vessels coming here to be laid up that the inhabitants along the river were quiet and the paroled prisoners organizing to suppress guerrillas and going to work themselves. The apprehension that lawlessness would prevail when the overflow subsided sufficiently to allow predatory bands to come in to the river has not been realized, except in a single instance, reported by Lieutenant-Commander Cornwell; a copy of his report,* dated 20th instant, is enclosed (3).

Local organizations, civil and military, afford the only practicable remedy for guerrilla disorders, and such organizations are so essential and practicable that they will doubtless be made throughout the insurrectionary region, especially on the rivers, and without delay.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

P. S.—Since the above was written I have received a communication from the Bureau of Equipment and Recruiting (No. 35, of 23d

* See p. 276.

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instant), from which I understand that all men not needed in this squadron can be discharged, and I will act accordingly unless otherwise instructed.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

[Endorsement.]

Five vessels for the whole squadron only will be allowed, and this includes the Mound City station; but such others as are required to move stores will be retained until that duty is finished. The Department intends thereby to break up the Mississippi Squadron.

Bureau of Construction give necessary orders about selling vessel. Bureau of Equipment and Repair attend about coal.

J. L.

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the disposition of gunboats of the Eleventh District.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, June 29, 1865.*

SIR: Lieutenant M. Forrest, late commanding Eleventh District, reports, under date of 27th June, that, in obedience to my order of 22d May (of which I enclosed a copy to the Department in my No. 246), he had an interview with Major-General Thomas, who informed him that Captain [Thomas J.] Carlile, assistant quartermaster, had been designated to receive the four gunboats of the Eleventh District.*

He accordingly turned them over to him at an invoice price of $76,000 each. I enclose Captain Carlile's receipt for them (1), also his receipt (2) for the buildings and Government property that Lieutenant Forrest had drawn, at Bridgeport, from the army, principally, as he reports, for the use of the paymaster in storing provisions, clothing, etc.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Rogers, U. S. Navy, regarding guns taken from wrecks at Johnsonville.*

MOUND CITY, *June 29, 1865.*

SIR: Yours of the 20th instant is received. Nine guns in all have been taken from the wrecks at Johnsonville, viz: From the *Tawah*,

* Vessels late composing Eleventh District Mississippi Squadron, turned over to Quartermaster's Department: *General Grant, General Thomas, General Sherman, General Burnside.*

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four 24-pounder howitzers and two rifled steel 12-pounders; from the *Key West*, one rifled brass 12-pounder; and from the *Undine*, two 24-pounder howitzers.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant G. W. ROGERS,
*Commanding U. S. S. Kate, Jeffersonville.*

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*Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. S. Tennessee.*

NAVY DEPARTMENT, *June 30, 1865.*

SIR: The Department approves of the recommendation in your letter of the 26th ultimo that the *Tennessee* be sent to New Orleans.

Very respectfully, etc.,

G. WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Boyd, U. S. Navy, to assume position as ordnance officer of the squadron.*

MOUND CITY, *June 30, 1865.*

SIR: You will relieve Lieutenant-Commander Babcock (ordered to the charge of the ordnance depot at St. Louis) of the duties of ordnance officer of this squadron, receiving from him all returns, receipts, etc., from vessels that have turned in their ordnance material to the naval station here.

Attend to the discharging of the batteries and ordnance material of the remaining vessels of the squadron about going out of commission; see that proper invoices and receipts are given and taken in all cases, and make a full report on completion of these services. See that all returns, receipts, etc., required for the Bureau of Ordnance are duly prepared and forwarded.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander R. BOYD, U. S. Navy.

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Mitchell, U. S. Navy, commanding U. S. S. Sibyl.*

MOUND CITY, *June 30, 1865.*

SIR: Immediately upon the receipt of this order proceed with the *Sibyl* to report to Lieutenant-Commander Cornwell, if he is below

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you in the river within his division. Should he from any cause be absent from the division, you will forthwith proceed to execute the order of this date I have sent by the *General Lyon*.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. G. MITCHELL,
*Commanding U. S. S. Sibyl.*

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*Report of Fleet Captain Bryson, U. S. Navy, giving the disposition of vessels of the Mississippi Squadron.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, July —, 1865.*

SIR: The following is the present disposition of the vessels of this squadron, viz:

Vessels to be retained in commission, Mound City.—*Tempest*, flagship, 8 guns, Lieutenant F. J. Naile.

Jefferson Barracks, [Mo.], surveying grounds for ordnance depot.—*Abeona*, 8 guns, Acting Volunteer Commander T. A. Harris.

In Tennessee River, wrecking sunken gunboats.—*Kate*, 8 guns, Acting Volunteer Lieutenant G. W. Rogers.

Two vessels of (late) Second and Third Divisions to be selected by divisional officers.

On Mississippi River under orders to Mound City, to be put out of commission (two to be retained, as above).—*Fort Hindman*, 8 guns, Acting Volunteer Lieutenant John Pearce; *Collier*, 9 guns, Acting Master J. F. Reed; *Kenwood*, 7 guns, Acting Volunteer Lieutenant Swaney; *Gamage*, 9 guns, Acting Master William Neil; *Oriole*, 9 guns, Acting Master Edw. Alford; *Grossbeak*, 7 guns, Lieutenant-Commander J. J. Cornwell; *Sibyl*, 8 guns, Lieutenant-Commander John G. Mitchell; *Fern*, tug, Acting Ensign J. M. Kelly; *Ivy*, tug, Acting Ensign Perry C. Wright.

Transporting paymasters' stores to New Orleans.—*Naumkeag*.

Transporting ordnance stores to Jefferson Barracks.—*Fairplay, Siren, Fairy, Reindeer, Moose, Argosy, Exchange, Peosta*.

At Jefferson Barracks, temporarily.—*Volunteer, Robb*.

Orders to New Orleans, to be laid up.—*Tennessee*, ironclad.

At Mound City, ironclads being dismantled.—*Benton, Carondelet, Chillicothe, Essex, Louisville, Mound City, Neosho, Ozark, Pittsburg, Missouri;* dismantled and laid up, *Tuscumbia, Indianola*.

Gunboats, etc., dismantled and about to be put out of commission, Acting Volunteer Lieutenant William Flye in charge.—*Lexington, Juliet, Fawn, Gazelle, Cricket, Romeo, Paw Paw, Champion, Marmora, Victory, Peri, Naiad, Nymph, Springfield, Prairie Bird, Colossus, New Era*.

At Mound City, being dismantled.—*Avenger, Vindicator, Alexandria, Brilliant, Curlew, Forest Rose, Silver Cloud, Tensas, General Price, General Bragg, Judge Torrence, Ouachita, General Pillow, Huntress, Hastings, Ibex, Little Rebel, Mist, St. Clair, Silver Lake, Tyler; Daisy*, tug.

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In temporary use.—*Red Rover*, hospital; *General Lyon*, *Samson*, *Dahlia*, *Hyacinth*, *Laurel*, *Myrtle*, *Thistle*, tugs.

I have the honor to be, sir, very respectfully, yours,

A. BRYSON,
*Commander and Fleet Captain, Senior Officer Present.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Pilot Birch, U. S. Navy, to assist in transfer of naval depots.*

MOUND CITY, *July 1, 1865.*

SIR: On the return trip of the *General Lyon* report to Lieutenant-Commander Foster for the purpose of rendering him such assistance as he may need in transferring from Red River to Natchez the depot now at Red River; then report to Lieutenant-Commander Cornwell for similar service in connection with establishing a depot at Memphis. On the termination of this service report to Commander Pattison for the purpose of assisting in transferring the public property from the naval station at Memphis to the naval station at Mound City. Show this order to each of these officers on your down trip. Use dispatch in disposing of freight you may take from this station to New Orleans.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Pilot R. E. BIRCH,
*Commanding U. S. S. General Lyon, Mound City.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Pattison, U. S. Navy, for the transfer of Memphis Naval Station to Mound City.*

MOUND CITY, *July 1, 1865.*

SIR: The Department has directed that this squadron be reduced immediately to five vessels and that all stations except at Mound City be abandoned. You will therefore transfer from the Memphis Naval Station to the Mound City Naval Station all the public property and stores, discharge all employees not in the United States service, and send the officers and enlisted men to this place.

The commanding officer of the *General Lyon* is ordered to render you, as he returns up the river, such assistance as you may need in making this transfer of property. When this duty is performed you will consider yourself detached from the Memphis station and report to me.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commander T. PATTISON,
*Commander Naval Station, Memphis, Tenn.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Master Coulson, U. S. Navy, commanding U. S. S. Moose, for transportation of ordnance.*

MOUND CITY, *July 2, 1865.*

SIR: Proceed with the *Moose* under your command to Jefferson Barracks, Mo., and discharge with all practicable dispatch the ordnance stores with which the vessel is loaded. Report your arrival to Lieutenant-Commander Babcock and deliver to him the invoices of the stores. Return to this place as soon as the *Moose* is discharged.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Master W. C. COULSON,
*Commanding U. S. S. Moose, Mound City.*

NOTE.—Other vessels engaged in transporting ordnance at this time were *Argosy, Abeona, Brilliant, Exchange, Fairplay, Fairy, Forest Rose, Huntress, Ibex, Kate, Moose, Naumkeag, Peosta, Reindeer, Robb, Siren, Silver Lake, Samson, Volunteer, Wm. H. Brown.*—COMPILERS.

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant French, U. S. Navy, commanding U. S. S. St. Clair.*

MOUND CITY, *July 3, 1865.*

SIR: Proceed with the *St. Clair* under your command to Johnsonville, Tenn., towing two barges; deliver these to Acting Volunteer Lieutenant G. W. Rogers, commanding the *Kate*, and return here immediately, bringing down anything he may have to send. Take the *Kate's* mail.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant J. S. FRENCH,
*Commanding U. S. S. St. Clair, Mound City.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the U. S. S. Tennessee.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, July 3, 1865.*

SIR: The Department's communication of June 30 is received, and I have, as thereby authorized, ordered the *Tennessee* to be sent to New Orleans, stripped, except of her guns, etc., and with sufficient number of officers and men to take care of her when laid up for the present.

I have the honor to be, sir, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Fitzhugh, U. S. Navy, for the discharge of ordnance material at Jefferson Barracks Reserve, Mo.*

MOUND CITY, *July 3, 1865.*

SIR: You are hereby detached from command of the *Ouachita*, and will take passage in the *Argosy* to Jefferson Barracks, Mo., and assume command of the *Fairplay*, taking with you Acting Ensign Alson, Carpenter Dean, and 50 men, as ordered, from the *Ouachita*.

You will give your attention to the discharging of the vessels sent from here with ordnance material; see that they are all unloaded and returned here with all practicable dispatch.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander W. E. FITZHUGH,
*Commanding U. S. S. Ouachita, Mound City.*

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*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding proposed breaking up of the squadron.*

NAVY DEPARTMENT, *July 6, 1865.*

SIR: Your No. 291, dated the 27th ultimo, has been received. Five vessels only for the Mississippi Squadron are to be allowed, and this number is to include those at the Mound City station. But such others as are required to move stores, etc., will be retained until that duty is completed. The Department intends to break up the Mississippi Squadron.

The Bureaus of Construction and Equipment and Recruiting have given attention to other matters mentioned in your dispatch.

Very respectfully, etc.,

G. WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Fleet Captain Bryson, U. S. Navy, urging expedition in transfer of ordnance material before the reduction of the squadron.*

U. S. S. ROBB,
*Jefferson Barracks, July 10, 1865—p. m.*

SIR: July is one-third gone already, and the transportation of ordnance material should all be over by August 1. In regard to the stage of water, putting the vessels out of commission, and the sale of them, make every effort to get the ordnance material up here as quickly as possible, moving first that which is afloat and next that which we put ashore. Only one-fourth part of the quantity is here in loads. Mr. Ritter estimated about 25 loads and 8,000 tons. Where

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are the powder vessels? On the ways being calked, if not already calked and being loaded, I hope. I trust the model barge *Lucy* is loaded and on the way up. Where are the *Samson* and *Siren* and *Peosta*?

It will be necessary to retain men enough for all the work there and here, giving strong working crews to the transport and allowing for sickness from exposure; the overplus may be discharged. Expect me on Thursday next. By Wednesday night I expect to have completed working arrangements here.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Fleet Captain A. BRYSON,
*Mound City.*

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*Report of Lieutenant-Commander Selfridge, U. S. Navy, regarding capture of cotton in charge of two men, one of whom was captured with money and papers.*

BOSTON, *July 11, 1865.*

SIR: The communication from Department dated July 7, with accompanying papers, has been received.

In February, 1864, while in command of the *Conestoga*, in the vicinity of Morgan Bend, Mississippi River, I captured a lot of cotton in charge of two persons, one of whom was the said Joseph Graveline.

Concealed upon their persons were numerous papers from rebel officers for the purchase of goods, also permits from the rebel general Walker to take said cotton through his lines.

There was also taken from the said person a considerable sum of money, the amount I do not recollect.

Graveline and his companion were sent as prisoners to New Orleans. The money was sealed and given in charge to Paymaster Ilsley, of the *Conestoga*, to await orders from Admiral Porter.

Before any disposition was made of it, and while in charge of the paymaster, the *Conestoga*, while on her way from Vicksburg to Red River, was run into and sunk immediately.

The said Graveline was clearly and illegally trading with the enemy.

I have the honor to be, very respectfully, your obedient servant,

THOS. O. SELFRIDGE,
*Lieutenant-Commander.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding honorable discharges to officers.*

NAVY DEPARTMENT, *July 11, 1865.*

SIR: Your No. 306, [July 3], has been received. There is to be no distinction of squadrons; all are to be placed on the same footing in



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the matter of honorable discharges to officers. The blanks for the purpose are in the course of preparation.

Those officers who wish a leave can have it, as suggested, one month for each year of service. Those who wish to go at once can do so, and all against whom no charges are existing will receive an honorable discharge as soon as the forms are ready. The Department should be advised of their residences.

Very respectfully, etc.,

G. WELLES,
*Secretary of the Navy.*

Acting Rear Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City.*

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[Telegram.]

MOUND CITY, *July 13*, [*1865*]—*8 p. m.*

Hurry back with *Ibex* for special service.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander R. L. MAY,
*U. S. S. Ibex, Jefferson Barracks, Mo.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving names of volunteer officers detached from the Mississippi Squadron.*

MOUND CITY, *July 13, 1865.*

SIR: The following officers have been detached from the Mississippi Squadron and ordered to report to Commodore J. W. Livingston for duty, viz:

| Name. | Rank. | Date of orders. | Duty ordered upon. | From where ordered. |
|---|---|---|---|---|
| Francis McGlincey | Mate | June 16 | Great Western | General Burnside. |
| Thomas A. Quin | Acting ensign | do | do | Carondelet. |
| E. C. Huggins | do | do | do | Peri. |
| M. M. Wheeler | do | June 30 | do | Ouachita. |
| H. A. Vaughn | do | do | do | Essex. |
| James D. Noble | Acting assistant surg. | do | do | Victory. |
| F. S. Wells | Acting vol. lt. comdr. | June 21 | Oneota and Catawba. | Fairy. |
| H. T. Wright | Acting assistant pay. | June 30 | do | Do. |
| James S. Roberts | Acting ensign | do | do | Do. |
| George C. Osgood | Assistant surgeon | July 10 | do | Chillicothe. |
| D. C. Hasseltene | Acting chief engineer. | June 26 | Catawba | Ozark. |
| J. B. Farrand | Acting first asst eng. | do | Oneota | Red Rover. |
| G. W. Robertson | Acting assistant pay. | June 30 | All ironclads laid up in ordinary. | Carondelet. |

I have the honor to be, very respectfully,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain P. DRAYTON,
*Chief of Bureau Navigation and Office Detail,*
*Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, acknowledging order for reduction of squadron to five vessels.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, July 15, 1865.*

SIR: The Department's communication of the 6th instant is received, informing me that five vessels only will be allowed for the Mississippi Squadron and that the Department intends breaking the squadron up.

I will at once order all the vessels on the Mississippi to this place and put them out of commission.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Acting Rear-Admiral Thatcher, U. S. Navy, in view of the Department's order to break up the Mississippi Squadron.*

MOUND CITY, *July 15, 1865.*

ADMIRAL: On 29th June [May?] I directed Lieutenant-Commander Foster to turn over to you, by order of the Navy Department, the ironclads *Choctaw* and *Lafayette*, with their crews, after shipping them; and July 3d I directed him, by the same authority, to transfer the *Tennessee* to you, stripped except for her battery and ammunition, with such officers and men as might be needed to take care of her.

The officers of the *Choctaw* and *Lafayette* were to be sent here when the transfer was completed by the *Kenwood*, which accompanied them for that purpose.

The Department has ordered means to be taken at once for breaking up this squadron, and it is of the utmost importance that there should be no unavoidable delay at New Orleans in transferring the ironclads.

I therefore send Lieutenant-Commander May to give personal attention to this matter, and request that you will afford him every practicable facility in so doing.

The Department requires for itself a list of the officers and for the Bureau of Equipment and Recruiting descriptive list and muster roll of the crew of each vessel going out of commission, the latter showing the disposition made of the crew when the vessel goes out of commission. If these have not been forwarded and it is yet practicable to do so, I request that you will cause them to be sent.

The Bureau of Equipment and Recruiting authorized the discharge of men not needed in this squadron on refunding a proportional part of all bounties received, instructing me that when the men have not this means to refund the bounties or do not desire to

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be discharged, those having not less than eighteen months to serve can be transferred to the Gulf Squadron for distribution.

Very respectfully,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Rear-Admiral H. K. THATCHER,
*Commanding West Gulf Squadron, New Orleans.*

P. S.—I hear unofficially to-day, and with much regret, that the *Kenwood* is still detained at New Orleans. It is absolutely necessary that she and the *Ibex* should return here immediately, and I have to-day so instructed Lieutenant-Commander May. Please send the officers of the *Lafayette* and *Choctaw* whom you may not need to detain for the care of the vessels here as soon as possible. The time required for the passage up for dismantling the vessels (which are also to be sold) and for transferring their ordnance to the Jefferson Reserve makes any further delay of the *Kenwood* or *Ibex* at New Orleans entirely impracticable.

Respectfully, yours,

S. P. LEE.

JULY 17, 1865.

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*Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Cornwell, U. S. Navy, preparatory to breaking up the Mississippi Squadron.*

MOUND CITY, ILL., *July 15, 1865.*

SIR: Lieutenant-Commander Mitchell will relieve you, and you will relieve Lieutenant-Commander Foster, in command of the Third Division. He is sick and has leave of absence. The Department intends to break up the Mississippi Squadron. All the vessels are to come here to be laid up, and all the ordnance material of the squadron is ordered to be sent to Jefferson Reserve, near St. Louis. The mortar rafts, coal barges, and coal not wanted for vessels coming up the river, will be sent to and sold at the most convenient river town. Acting Assistant Paymaster Holland will report to you with instructions on this subject. He must be sure to reserve coal enough for every vessel coming up. The *Kenwood* is perhaps still at New Orleans, waiting to bring up officers of the ironclads, and the *Ibex* may have to go up there with the *Tennessee*. Mr. Holland must have contrabands for laborers, if necessary, so that all the shipped men can come up with the vessels to which they belong.

I will send the *Samson* to you with a model barge, if one can be obtained, the decks of which should be well shored up to brace up the mortars and iron screening. If no model barge can be obtained, you will have to get a strong coal barge (perhaps cut her down a little), put strong deck beams and deck planks on her, and shore the same up well, and, with the *Samson's* skids and steam capstan, put the mortars on her. You will perceive that all practicable dispatch is required in performing this duty, in view of the time of sailing of the vessels of the squadron. Send to Lieutenant-Commander Charles A. Babcock, in charge of ordnance depot at Jefferson Reserve, an

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invoice of all the ordnance material sent there, and a duplicate to the commandant of the naval station, Mound City. It is desirable to show these orders to Lieutenant-Commander Mitchell and see his, and act in concert, so as to dispose of everything in your sections by joint cooperation before either of you come up, which you will do as soon as this duty is completed, and, bringing all your vessels, make the best dispositions you can with the means at your and Lieutenant-Commander Mitchell's command, for getting the material and vessels here, leaving Acting Paymaster Holland to sell the refuse matter not worth bringing up. I will be glad to hear of your progress by mail. Ask the army for aid if you need it.

Respectfully, yours,

S. P. LEE,
*Acting Rear Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. J. CORNWELL,
*U. S. S. Grossbeak.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving list of paymasters detached from the squadron.*

MOUND CITY, *July 17, 1865.*

SIR: The following-named acting assistant paymasters, on the 15th instant, were detached from this squadron and ordered to report by letter to the Department for the settlement of their accounts, viz: Charles S. Dunscomb, U. S. S. *Cricket;* Charles R. Howard, U. S. S. *Marmora;* Arthur Sibley, U. S. S. *Nymph;* J. W. Meacham, U. S. S. *Victory;* A. S. Apgar, U. S. S. *Fawn;* E. R. Moffatt, U. S. S. *Romeo;* A. S. McWilliams, U. S. S. *Paw Paw.*

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain PERCIVAL DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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*Report of Lieutenant-Commander Cornwell, U. S. Navy, regarding the condition of the wreck of steamer Sallie Woods, near Island No. 82.*

U. S. S. FORT HINDMAN, *July 17, 1865.*

SIR: In reply to your letter in regard to the wreck of the steamer *Sallie Wood*, at the foot of Island No. 82, I have to report that the above-mentioned vessel was destroyed by the rebels on or about the 17th July, 1862, by being fired into from a battery on the Mississippi shore. She was disabled, and the crew having abandoned her, she was burned by the rebels. She has been so long ashore that the sand now entirely covers her, with the exception of one of the flanges, which is just in sight.

I am informed by Mr. Llewellyn, a citizen residing near the wreck, that everything valuable in her was long since removed by

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the rebels. Several ox teams were sent to her in low water for the purpose. I feel confident in stating that nothing can be saved from her.

I am, sir, very respectfully, your obedient servant,

JNO. J. CORNWELL,
*Lieutenant-Commander, Commanding Second Division.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting information regarding operations of guerrillas and conduct of freedmen.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, July 18, 1865.*

SIR: I transmit enclosed a copy of a report from Lieutenant-Commander J. P. Foster, dated 10th July, relating to guerrilla disturbances on Red River and its tributaries and to the conduct of the freedmen. I doubt if gunboats can cross the bar at the mouth of Red River at low stage of water to enter the Atchafalaya and Tensas rivers. I am still of the opinion expressed in my No. 291, of 27th June, that local organizations, civil and military, afford the only remedy for guerrilla disorders, and that such organizations are essential and practicable, and that they will doubtless soon be made throughout the late insurrectionary region, especially on the rivers. In the meantime the large military force in western Louisiana and Texas will doubtless aid the people of that region in their efforts to restore order there.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

U. S. S. FORT HINDMAN,
*Off Natchez, Miss., July 10, 1865.*

SIR: Since the reduction of the vessels in the squadron numerous guerrilla bands have been formed all along the coast, annoying and frightening the citizens to a very considerable extent, and if some kind of small craft is not sent down here, light enough to enter the tributaries of the Mississippi, such as the Tensas, Black, and Atchafalaya rivers, I am fearful great harm will result to the citizens. Most of the citizens are helpless, their plantations being too far apart for mutual protection, even if they felt disposed to fight, which I doubt, as they are perfectly cowed and at the mercy of guerrillas. Situated as I am here, it is impossible for me to render assistance in time.

A short time since a trade boat was blown on shore, when the guerrillas took possession of her, robbed the vessel and all hands on board,

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some citizens. Immediately on hearing of it, I sent a tug and relieved the steamer of her troubles, and sent a dispatch to the colonel commanding at Alexandria relating what had occurred and of the design of the marauders to proceed to Texas, and have no doubt that if he received the dispatch in time he succeeded in intercepting them.

There is another question of some importance that should be attended to—the manner in which freedmen are acting. The course they are pursuing now, if not arrested, will certainly lead to bad results. They are more like wandering Jews than anything I can compare them to. In case they do not wish to work, they generally carry their little property with them and wander from plantation to plantation, stealing, and abusing the whites. These statements I know to be true. In most cases where agents, overseers, or owners of plantations ask them to work, they give an insolent reply and say they will not work until the land is divided among them, as it belongs to them.

While I was at Red River I made the negroes go to work, promising them half of the produce of their labor as woodchoppers or as laborers on plantations, with which arrangement they seemed well pleased.

I am, sir, very respectfully, your obedient servant,

JAS. P. FOSTER,
*Lieutenant-Commander, Commanding Third Division.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*Petition of commanding officers who participated in Yazoo River expedition in February, 1864, regarding captured cotton.*

MOUND CITY, ILL., *July 18, 1865.*

SIR: We, the undersigned, officers commanding U. S. gunboats during the Yazoo expedition of February, 1864, beg leave, most respectfully, to call your attention to the following fact: That the 207 bales of C. S. A. cotton, allowed to be a prize to the Government, having been captured by U. S. vessels commanded by the undersigned, is not one-tenth part of the C. S. A. cotton captured by the gunboats comprising the expedition. Eight hundred and thirty-nine bales were plainly marked "C. S. A."; the remainder had the heads cut out where the marks had been and showed strong evidences of having been used on fortifications by the enemy. We were notified of that fact by the residents, who were willing to take oath that it had been used on Fort Pemberton, near Greenwood, on Yazoo River, and at the time of the evacuation of the fort by the rebels had been carried off and concealed by them at the different points where we found it. The transports carrying the troops on the expedition, being very much exposed to the fire of the enemy, were allowed to take the greater portion of this cotton on board for protection. Said cotton was allowed to remain on board of them until their arrival at Vicksburg, where the army authorities got hold of it, and most unjustly

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deprived the Navy of the same. The 207 bales mentioned as having been the only cotton captured by the Navy during the expedition would not even have been allowed to us as a prize. If it had been sent out of the river on those transports it would have been taken by the army authorities as the other bales were, but, fortunately, it was brought out on the U. S. S. *Romeo*, and was all she could conveniently carry. On the arrival of the expedition at Yazoo City on its return to Vicksburg, Lieutenant-Commander E. K. Owen, commanding naval portion of the expedition, was strongly advised to have the cotton captured by the gunboats taken off the transports at those points, as there was no longer the same necessity existing for its being left there, as the banks of the river were clear of sharpshooters from the city to its mouth; but the cotton was allowed to remain on the transports and carried to Vicksburg, and there turned over to the military authorities. In Major-General W. T. Sherman's letter * to Lieutenant-Commander Owen, a copy of which is hereto annexed, we beg leave respectfully to call your attention to the statement made in that communication as regarded C. S. A. cotton captured during the expedition.

Lieutenant-Commander E. K. Owen having been called away by Admiral Porter to join the Red River expedition with the U. S. ironclad *Louisville*, at that time commanded by Lieutenant-Commander Owen, was, when he reported to the admiral at the mouth of Red River, ordered to go on board the U. S. S. *General Price* and proceed to Vicksburg and claim the cotton held by the army authorities belonging to the Navy, when he explained to General McPherson the whole circumstances connected with the cotton captured. Six hundred and thirty-two bales marked "C. S. A.," which had been landed from the transports of the Yazoo expedition, were put in store by order of General McPherson, to be held subject to instructions from Major-General Sherman, who was at that time in active service in the field.

We have been informed that those bales of cotton have been taken out of the store, where they had been placed to await General Sherman's order, and when General Slocum (who relieved General McPherson at Vicksburg) was in command, were put on board the U. S. Marine Brigade boat *Baltic*, Major Tallerday commanding, and carried on said boat to New Orleans, and there sold by a cotton speculator named Grave, who realized from the sales the sum of $300,000 clear of all expenses.

Attached please find copy of a communication from Lieutenant-Commander E. K. Owen, in which he authorizes Acting Master Thomas Baldwin to make out a prize list for 839 bales of C. S. A. cotton captured by the gunboat during the expedition, the 632 held by the military added to the 207 bales already allowed as prize to Navy, making 839 bales in all that were marked "C. S. A."

We sincerely hope that you will excuse us for intruding on your valuable time about this matter, but as officers in the service of our country we consider it to be our duty not only to our country, but to the officers and men under our command at that time, to make this statement to you, that you might be enabled to take the necessary

* See vol. 25, p. 724.

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steps to find out what has become of this cotton in which the Government has so large an interest, 207 bales only having been accounted for by the Navy out of over 2,000 bales brought out in this expedition, nearly every bale of which belonged to the rebel Government.

We presume the quartermasters of Generals McPherson and Slocum can give the necessary information as to what has become of the portion belonging to the Navy.

We have the honor to be, very respectfully, your obedient servants,

THOMAS BALDWIN,
*Acting Master, Commanding U. S. S. Romeo.*
THOMAS MCELROY,
*Acting Master, Commanding U. S. S. Petrel.*
THOMAS GIBSON,
*Acting Master, Commanding U. S. S. Marmora.*
J. W. CHAMBERS,
*Acting Ensign, Commanding U. S. S. Prairie Bird.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D .C.*

[Enclosure.]

U. S. S. LOUISVILLE,
*Above Alexandria Falls, April 22, 1864.*

SIR: Your communication of March 22 has been received. We captured and sent 207 bales to Cairo. Make out a list for that. Make out a list for what the *Romeo* captured herself, then make out a list for 839 bales. The Army has not yet turned over to the Navy the 632 bales claimed by us.

Very respectfully, your obedient servant,

E. K. OWEN,
*Lieutenant-Commander, Commanding Fifth District.*

THOS. BALDWIN,
*Acting Master, Commanding U. S. S. Romeo.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Pilot French, commanding U. S. S. William H. Brown, for the shipping of mortars to Jefferson Barracks Reserve.*

MOUND CITY, *July 18, 1865.*

SIR: With one of the model barges in tow, well shored, and a pair of skids aboard and the other arrangements perfected for getting the mortars off the mortar boats and on the barge, proceed to Skipwith's Landing and Vicksburg with the *Brown* under your command and report to the divisional officer, Lieutenant-Commander Cornwell, unless he has been relieved by Lieutenant-Commander Mitchell.

There is a mortar on a mortar boat at Fort Adams which must be brought up, if it has not already been shipped, and you must proceed far enough down the river to ascertain this fact or to bring it.

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You will need the aid of a gunboat, which Lieutenant-Commander Cornwell or Foster can supply.

Make every effort to get the mortars shipped, and take them, with such ammunition as may be sent up by you, to Jefferson Reserve, where you will deliver them, with an invoice, to Lieutenant-Commander Baboock, and then return here at once. Deliver a duplicate invoice to the ordnance officer at this station, Gumner Ritter. Use all possible dispatch in the performance of this duty. You should be back here at the earliest possible day, in view of the exigencies of the service.

The lumber on the barge is private property and must be well taken care of and delivered to the owners on your return, if not done before leaving Cairo.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

First-Class Pilot J. A. FRENCH,
*Commanding U. S. S. Brown, Mound City.*

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*Letter of Acting Rear-Admiral Lee, U. S. Navy, transmitting list of vessels recommended for sale.*

MOUND CITY, *July 18, 1865.*

COMMODORE: I transmit enclosed an additional list of vessels of the squadron, the sale of which I have this day recommended to the Bureau of Construction.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commodore J. W. LIVINGSTON,
*Commanding Naval Station, Mound City.*

[Enclosure.]

*List of vessels of Mississippi Squadron not heretofore advertised, but now recommended for sale.*

| | | |
|---|---|---|
| Abeona. | Gen. Lyon. | Sibyl. |
| Brown. | Grossbeak. | Samson. |
| Collier. | Hastings. | Thistle. |
| Fort Hindman. | Ibex. | |
| Gamage. | Oriole. | |

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional list of paymasters detached from the squadron.*

MOUND CITY, *July 18, 1865.*

SIR: The following acting assistant paymasters having been reported by the fleet paymaster as having turned over their stores,

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provisions, etc., and having made their returns, they have this day been detached from vessel and squadron and ordered to report by letter to the Navy Department for the settlement of their accounts:

M. P. Lowry, U. S. S. *Naiad;* W. B. Purdy, U. S. S. *New Era;* George F. Bemis, U. S. S. *Champion;* J. C. Stoever, U. S. S. *Springfield.*

Acting Chief Engineer William H. Meredith was detached on the 17th instant from the U. S. S. *Lexington* and ordered to proceed to Cincinnati, Ohio, and report to Chief Engineer C. H. Loring for duty on board the U. S. monitor *Yuma.*

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain PERCIVAL DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *July 19, 1865.*

SIR: On the 30th ultimo Acting Assistant Paymaster J. H. Hathaway was detached from the U. S. S. *Chillicothe* and from the Mississippi Squadron and ordered to report to Commodore J. W. Livingston for duty on board the tinclads of this squadron to be laid up in ordinary.

On the 13th instant Acting Assistant Paymaster Thomas C. Doan, of the U. S. S. *Lexington,* was detached from the Mississippi Squadron and ordered to report to Commodore Livingston for duty on board the tinclads and other vessels to be laid up in ordinary in addition to the U. S. S. *Lexington.*

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain PERCIVAL DRAYTON,
*Chief of Bu. of Nav. and Office of Detail, Washington, D. C.*

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*Letter of Acting Rear-Admiral Lee, U. S. Navy, forwarding list of officers discharged from the Mississippi Squadron.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, July 19, 1865.*

COMMODORE: The following-named officers have this day been discharged from this squadron and ordered to report to you for further orders.

Enclosed are their orders, for your convenience in making such endorsements as you may think proper. These officers are those assigned to the care of the vessels put out of commission and at anchor

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in reach below, in charge of Acting Volunteer Lieutenant William Flye.

| Name. | Rank. | Vessel. |
|---|---|---|
| Fredk. G. Sampson | Acting master | U. S. S. Colossus. |
| E. C. Urner | Acting ensign | U. S. S. Curlew. |
| M. J. Cronin | Acting master | U. S. S. Cricket. |
| Robt. Wilkinson | Acting ensign | U. S. S. Champion. |
| Jos. Sawyer | do | U. S. S. Fawn. |
| C. P. Bragg | do | U. S. S. Gazelle. |
| H. A. Hannon | do | U. S. S. Juliet. |
| Thomas Gibson | Acting master | U. S. S. Marmora. |
| Thomas West | Acting ensign | U. S. S. New Era. |
| P. Donnelly | Acting master | U. S. S. Nymph. |
| H. T. Keene | do | U. S. S. Naiad. |
| J. C. Hall | Acting ensign | U. S. S. Paw Paw. |
| Lewis G. Duncan | Mate | U. S. S. Prairie Bird. |
| S. D. Jordan | Acting ensign | U. S. S. Peri. |
| Jos. G. Megler | Acting volunteer lieutenant | U. S. S. Romeo. |
| James S. French | do | U. S. S. St. Clair. |
| M. G. Bailey | Acting ensign | U. S. S. Springfield. |
| W. Ferguson | Acting master | U. S. S. Silver Cloud. |
| Conrad Erickson | Acting ensign | U. S. S. Victory. |
| Thomas M. Lewis | do | U. S. S. Hastings. |
| John R. Grace | Acting master | U. S. S. Tyler. |
| Henry Booby | Acting ensign | U. S. S. Lexington. |
| W. H. Strope | do | U. S. tug Dahlia. |

Engineers in charge of the machinery of the foregoing vessels: James Fleming, acting chief engineer; William McLane, acting first assistant engineer; George Radabaugh, acting first assistant engineer; E. C. Peck, acting first assistant engineer; George W. Gough, acting second assistant engineer; H. A. Cady, acting second assistant engineer; C. S. Hamilton, acting third assistant engineer.

Medical officers attached to the foregoing vessels: Samuel Mendenhall, acting assistant surgeon; B. A. Sawyer, acting assistant surgeon; O. B. Damon, acting assistant surgeon.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commodore JOHN W. LIVINGSTON, U. S. Navy,
*Commanding Naval Station, Mound City, Ill.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, requesting instructions from the Department regarding the captured vessel Ouachita, advertised for sale with other vessels of the squadron.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, July 19, 1865.*

SIR: I have heard unofficially that the *Ouachita* is a captured vessel, formerly the *Louisville*, and that she was not clearly condemned as prize by the court which recently awarded a portion of her value to the captors.

She is advertised for sale on 17th August with other vessels of this squadron, and I have taken out her guns, etc., and will soon turn her over to Commodore Livingston, to whom the Department may think proper to give some instructions regarding her disposition.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Endorsement.]

What are the circumstances alluded to?

W[ELLES].

[2d endorsement.]

The *Ouachita* is a captured vessel; was appraised and taken into the service of the Government; the money was deposited by the Navy Department. By a decree of court the vessel was not condemned, and the proceeds of appraisement (minus the salvage paid to captors) was paid over to the original owner, who is now putting in a claim for a higher amount, etc. The Government has a perfect right to sell the vessel.

D. D. P.

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting list of officers of tinclads detached from the Mississippi Squadron or detailed for general duty.*

MOUND CITY, *July 20, 1865.*

SIR: Enclosed is a list of officers belonging to the following-named vessels awaiting sale, viz: *Cricket*, *Champion*, *Curlew*, *Fawn*, *Gazelle*, *Hastings*, *Juliet*, *Lexington*, *Marmora*, *Naiad*, *Nymph*, *New Era*, *Peri*, *Prairie Bird*, *Paw Paw*, *Romeo*, *Springfield*, *St. Clair*, *Silver Cloud*, *Tyler*, and *Victory*, also one tug *Dahlia*, which have been put out of commission and turned over to Commodore J. W. Livingston. All these officers, excepting Acting Assistant Paymasters Doan and Hathaway, were detached from the squadron and ordered to report to Commodore Livingston on the 19th instant, Acting Assistant Paymaster Hathaway on the 29th ultimo and Acting Assistant Paymaster Doan on the 13th instant.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain PERCIVAL DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

[Enclosure.]

MOUND CITY, *July 20, 1865.*

List of officers attached to tinclad fleet to be laid up in ordinary:

| Name. | Rank. | Vessel. |
|---|---|---|
| Henry Booby | Acting ensign | Lexington. |
| John R. Grace | Acting master | Tyler. |
| James S. French | Acting volunteer lieutenant | St. Clair. |
| William Ferguson | Acting master | Silver Cloud. |
| Thomas M. Lewis | Acting ensign | Hastings. |
| E. C. Urner | do | Curlew. |
| Thomas Gibson | Acting master | Marmora. |
| Lewis G. Duncan | Mate | Prairie Bird. |
| Scott D. Jordan | Acting ensign | Peri. |
| Conrad Erickson | do | Victory. |
| H. A. Hannon | do | Juliet. |
| Jos. Sawyer | do | Fawn. |
| M. J. Cronin | do | Cricket. |
| C. P. Bragg | do | Gazelle. |
| P. Donnelly | Acting master | Nymph. |
| H. T. Keene | do | Naiad. |
| Robert Wilkinson | Acting ensign | Champion. |
| James C. Hall | do | Paw Paw. |
| Jos. G. Megler | do | Romeo. |
| M. G. Bailey | do | Springfield. |
| Thomas West | Mate | New Era. |
| William H. Strope | Acting ensign | Dahlia, tug. |

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Officers detailed for general duty in the fleet: B. A. Sawyer, acting assistant surgeon; O. B. Damon, acting assistant surgeon; Samuel Mendenhall, acting assistant surgeon; J. H. Hathaway, acting assistant paymaster; Thomas C. Doan, acting assistant paymaster; James Fleming, acting chief engineer; E. C. Peck, acting first assistant engineer; George Radabaugh, acting first assistant engineer; William McLane, acting first assistant engineer; George W. Gough, acting second assistant engineer; H. A. Cady, acting second assistant engineer; C. S. Hamilton, acting third assistant engineer.

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of paymasters detached from the squadron.*

MOUND CITY, *July 20, 1865.*

SIR: The following acting assistant paymasters having been reported by the fleet paymaster as having turned over their stores, provisions, etc., and having made their returns, they have this day been detached from vessel and squadron and ordered to report by letter to the Navy Department for the settlement of their accounts: H. A. Mitchell, U. S. S. *Gazelle;* F. K. Balch, U. S. S. *Curlew;* J. Linsly, U. S. S. *Juliet.*

Acting Assistant Paymaster Theo. Travel has this day been ordered to turn over to his relief, Acting Assistant Paymaster E. H. Johnson, the stores, accounts, moneys, etc., under his charge and, considering himself detached from the U. S. S. *Kate* and this squadron, to report by letter to the Navy Department for the settlement of his accounts.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain PERCIVAL DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Captain Drayton, U. S. Navy, naming officers detached from the Mississippi Squadron.*

MOUND CITY, *July 21, 1865.*

SIR: The following-named officers were, on the 15th instant, detached from the Mississippi Squadron and ordered to report to Commodore Livingston for further orders, viz:

| Name. | Rank. | Vessel. |
|---|---|---|
| James L. Quigley | Acting ensign | U. S. tug Mistletoe. |
| Anthony McCarty | Mate | Do. |
| Daniel G. Miller | Acting second assistant engineer | Do. |
| William M. Fletcher | do | Do. |
| Bird Allen | Acting third assistant engineer | Do. |
| J. C. Jones | Acting second assistant engineer | Mignonette. |
| G. W. Pyle | Acting third assistant engineer | Do. |

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The tugs *Mistletoe* and *Mignonette*, to which they are attached, were turned over to Commodore Livingston on the 23d day of February last.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain PERCIVAL DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Ensign Hamersly, U. S. Navy, to report to commandant of naval station at Memphis.*

MOUND CITY, *July 21, 1865.*

SIR: Return to your station at Memphis and report to Commander Pattison, commanding naval station.

Inform him that instructions to him were sent by the *Siren* on the 17th instant, and the *Ibex*, leaving the same night, had orders if she passed the *Siren* to receive and deliver them.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Ensign L. R. HAMERSLY,
*Mound City.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to commandant of naval station, Mound City, regarding the U. S. S. Colossus.*

MOUND CITY, *July 22, 1865.*

COMMODORE: The *Colossus*, out of commission, is hereby turned over to you. Enclosed is a complete descriptive list and muster roll of the men turned over with her. Her officers are included in the list sent you on the 19th instant.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commodore J. W. LIVINGSTON,
*Commanding Naval Station, Mound City.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Mitchell, U. S. Navy, regarding the transfer of mortars.*

MOUND CITY, ILL., *July 22, 1865.*

SIR: The *Brown* was ordered on the 18th instant to report to the commanding officer of the Second Division and bring up mortars, etc., from Skipwith's Landing and Vicksburg and to bring up from Fort Adams a mortar there, or ascertain that it had been shipped.

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Lieutenant-Commander Cornwell left here by packet yesterday, intending to take the *Brown* to bring this mortar from Fort Adams, the others having been sent up by the *Grossbeak*, if he wishes her at [Vicksburg?], and if this mortar has not come up, send her down at once to execute this order.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. G. MITCHELL, U. S. Navy,
*Present.*

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*Instructions from Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Mitchell, U. S. Navy, regarding the shipping of ordnance material.*

MOUND CITY, ILL., *July 22, 1865.*

SIR: Enclosed are instructions of this date prepared for and addressed to the commanding officer of the *General Lyon*, which you will consider as addressed to yourself, with this exception, should the *General Lyon* be unable to bring up all the stores, you will remain behind to ship by such other Government vessels as may be at or below Vicksburg; or should this course fail you, you will ship by some steamer bound for St. Louis, fixing rate of freight and sending invoice of ordnance shipped on each vessel to Lieutenant-Commander Babcock and one to the ordnance officer at Mound City; freight to be paid on delivery by Lieutenant-Commander Babcock at Jefferson Reserve. As soon as this service is performed, you will return here and report to me. The fleet paymaster will be instructed to make arrangements to supply Acting Assistant Paymaster Holt with funds, should any be needed to pay for loading this ordnance material at Vicksburg.

Use all possible dispatch.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander JOHN G. MITCHELL,
*Mound City, Ill.*

[Enclosure.]

MOUND CITY, *July 22, 1865.*

SIR: Lieutenant Phipps, late ordnance officer at Vicksburg, informed me that there was some navy ammunition there. Proceed with the *General Lyon* to Vicksburg and obtain this ammunition and, if the stage of water will admit, proceed with it direct to Jefferson Reserve and deliver it to Lieutenant-Commander Babcock, with an invoice; deliver a duplicate invoice to Gunner Ritter at the station.

Apply for necessary information respecting this ammunition from the officer commanding at Vicksburg, and to him and to the quartermaster's department for any assistance you may need. If you meet Lieutenant-Commanders Cornwell or May, show them this order; they are hereby instructed to do all in their power to execute this order with dispatch.

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Use all possible dispatch in view of the short time remaining to dismantle and lay up the vessels of the squadron preparatory to their sale. The *General Lyon* and the other vessels must be here in ample time to be dismantled for this sale, and in view of this necessity, if it be found impracticable to bring all the ordnance material from Vicksburg, bring what you can of it and, if it can be obtained, a list of what remains.

There is no coal at Vicksburg, and the paymasters at Natchez and Memphis are ordered to sell the coal at those points, reserving enough for vessels coming up. You must take sufficient coal here or at Memphis or Natchez.

Read and deliver the enclosed letter to the commanding officer at Vicksburg.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Pilot R. E. BIRCH,
*Commanding U. S. S. General Lyon, Mound City.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving names of officers detached from the Mississippi Squadron.*

MOUND CITY, *July 22, 1865.*

SIR: The following-named officers have this day been detached from vessel and squadron and given permission to await the action of the Department at their residence, viz:

| Name. | Rank. | Vessel. | Residence. |
|---|---|---|---|
| F. T. Coleman | Acting master | Mound City | Flatlands, L. I. |
| S. S. Spangler | Mate | do | Cincinnati, Ohio. |
| Francis E. Taylor | do | Essex | Buffalo, N. Y. |
| Peter Lake | Acting ensign | Benton | New York City. |

Acting Assistant Paymaster C. O. Hodgdon, having been reported by the fleet paymaster as having turned over his stores, provisions, etc., and having made his returns, has this day been detached from the U. S. S. *Colossus* and from this squadron and ordered to report by letter to Department for the settlement of his accounts.

Very respectfuly, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain PERCIVAL DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to commandant naval station, Mound City, regarding transfer of the U. S. S. General Pillow.*

MOUND CITY, *July 24, 1865.*

COMMODORE: Agreeably to your request of yesterday, the *General Pillow* is hereby turned over to you, the Department having, as you



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informed me, authorized the transfer. The officers have been detached from this squadron and directed to report to you.

The Department will require a list of the officers of the *General Pillow* and *Mary T.* and the Bureau of Equipment and Recruiting a muster roll of their crews.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commodore J. W. LIVINGSTON,
*Commanding Naval Station, Mound City.*

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to commandant naval station, Mound City, regarding captured steamer Cotton, or Mary T.*

MOUND CITY, *July 24, 1865.*

COMMODORE: The prize steamer *Mary T.*, or *Cotton*, is hereby turned over to you to await the instructions of the Navy Department.

The accounts of the men on board have been transferred from down the river to the *Great Western.*

The *Mary T.* has more men than are needed to take care of her; this you can regulate. Her two officers have been detached from this squadron and ordered to report to you.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commodore J. W. LIVINGSTON,
*Commanding Naval Station, Mound City.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, naming two officers detached from the squadron.*

MOUND CITY, *July 25, 1865.*

SIR: The following-named officers have this day been detached from vessel and squadron and given permission to await at their residences the action of the Department, viz:

| Name. | Rank. | Vessel. | Residence. |
|---|---|---|---|
| William J. Lees | Acting master | Benton | Natchez, Miss. |
| O. Donaldson | Ensign | Carondelet | Palmyra, Wis. |

I would request that the action of the Department in regard to all officers who are detached from the squadron and given permission by me to proceed to their homes be forwarded directly to them so as to prevent future embarrassment, as, by order of the Department,

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I am engaged in reducing the vessels and personnel of the squadron as fast as possible and am closing up the squadron records.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain P. DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving list of engineers detached from the squadron.*

MOUND CITY, *July 26, 1865.*

SIR: The following-named engineers have this day been detached from vessel and squadron and given permission to await at their residences the action of the Department, viz:

| Name. | Rank. | Vessel. | Residence. |
|---|---|---|---|
| G. H. Atkinson | Acting chief engineer | Pittsburg | Pittsburg, Pa. |
| C. H. Caven | do | Carondelet | Brownsville. |
| Thomas Hebron | do | Ouachita | Cincinnati, Ohio. |
| William Mills | do | Neosho | Lockland, Ohio. |

The above officers have been recommended by Acting Fleet Engineer Samuel Bickerstaff as suitable engineers for the monitors now in construction on the Western waters.

| Name. | Rank. | Vessel for which recommended. |
|---|---|---|
| G. H. Atkinson | Acting chief engineer | Marietta. |
| Charles H. Caven | do | Sandusky. |
| Thomas Hebron | do | Umpqua. |
| William Mills | do | Manayunk. |

I enclose a copy of a note, of July 18, received from Chief Engineer Loring referring to the kind of engineers he thinks required. Mr. Bickerstaff believes those that he recommends will answer the purpose.

Acting Chief Engineer Thomas Cook has this day been detached from the U. S. S. *Vindicator* and ordered to report at Cincinnati, Ohio, to Chief Engineer C. H. Loring for duty on board the U. S. monitor *Klamath.*

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain P. DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving list of engineers detached from the squadron.*

MOUND CITY, *July 26, 1865.*

SIR: The following-named engineers have this day been detached from vessel and squadron and given permission to await at their residences the action of the Department, viz:

| Name. | Rank. | Vessel. | Residence. |
|---|---|---|---|
| C. H. Burt | Acting second assistant engineer | Essex | Concord, N. H. |
| I. J. Hardy | Acting chief engineer | Louisville | Alton, Ill. |
| C. W. Reynolds | Acting first assistant engineer | do | St. Joseph, Mich. |
| J. B. Baldwin | Acting third assistant engineer | General Price | New Albany, Ind. |
| J. Elter | Acting second assistant engineer | Little Rebel | Do. |
| G. Dorsey | Acting third assistant engineer | do | Do. |
| G. T. Wilson | Acting second assistant engineer | Ouachita | Warsaw, Ill. |
| J. Devlin | Acting third assistant engineer | Avenger | Moore's Vineyard, Bartholomew County, Ind., care of M. J. Patterson. |

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain P. DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving list of officers detached from the squadron.*

MOUND CITY, *July 27, 1865.*

SIR: The following-named officers have this day been detached from vessel and squadron and permission given to await at their residences the Department's action, viz:

| Name. | Rank. | Vessel. | Residence. |
|---|---|---|---|
| Thomas Dunlop | Acting gunner | Benton | St. Louis, Mo. |
| W. R. Seamans | Acting assistant surgeon | Louisville | Uniontown, Fayette County, Pa. |
| William H. Barton | Acting gunner | Vindicator | Erie, Pa. |
| R. T. Lamport | Acting ensign | Chillicothe | New York City, No. 56 West 46th street. |
| H. J. Ervin | Acting carpenter | Ozark | Cairo, Ill. |
| Thomas H. Green | Acting gunner | Mound City | Washington, D. C. |
| William C. Williams | Acting ensign | Neosho | Brooklyn, N. Y., No. 330 Henry street. |
| M. C. Noland | Acting third assistant engineer | do | St. Louis, Mo. |
| W. H. Dunning | do | do | Hannibal, Mo. |
| R. H. Langlands | Acting ensign | Collier | Erie, Pa. |
| A. H. Zeigler | Acting assistant surgeon | do | Hyattstown, Md. |
| George S. Upstone | Mate | Gamage | Rei, Ripley County, Ind. |
| C. F. Beall | do | do | Xenia, Ohio. |
| Thomas Roach | do | do | Caledonia, Ill. |
| J. T. Stone | Acting second assistant engineer | do | Wheeling, Va. |
| W. H. Johnson | do | do | Madison, Ind. |
| G. Kegel | Acting third assistant engineer | do | Do. |

Acting Assistant Paymaster Charles H. Gould, of the U. S. S. *Pittsburg*, Acting Assistant Paymaster William H. Baer, of the U. S. S. *Mound City*, having been reported by the fleet paymaster as having turned over their stores, provisions, etc., and having made their returns, were this day detached from vessel and squadron and ordered to report by letter to the Department for the settlement of

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their accounts. Also Assistant Paymaster George D. Rand, who had charge of the accounts of the late U. S. steamers *General Grant*, *General Sherman*, *General Thomas*, and *General Burnside*.

Acting Ensign C. C. Cushing, of the U. S. S. *Tempest*, was this day granted 90 days leave of absence, by recommendation of a board of medical survey. His address is Clinton, Mass., care Rev. William Cushing.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain P. DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, with enclosures, showing the progress made in breaking up the Mississippi Squadron.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, July 27, 1865.*

SIR: I report the progress made in reducing and toward breaking up this squadron under the instructions of the Department.

Twenty-five vessels are anchored, generally in pairs, in the bend above Cairo, and are turned over to Commodore Livingston, out of commission, for sale. Of the remaining gunboats of the squadron five have guns on board—the *Tempest*, flagship; *Kate*, engaged in wrecking; and three others which have been ordered up here. Most of the remainder are employed as transports. I hope to have them all thoroughly stripped and out of commission within ten days.

The nine ironclads are all here and completely stripped. Five of them have been placed in the towhead chute above Mound City on the Illinois side. There is probably room there for the four others and for the *Missouri*. This has been ascertained on reexamination by the pilots since the coal barges and powder boats have been moved away. (See their report No. 9.) The *Neosho* retains her guns, as I have not thought it well to disable her turret. The *Missouri* leaked so badly as to require constant use of a steam pump to keep her free; the master carpenter at this station reported her in a sinking condition and recommended the removal of the railroad iron from her casemate, that she might be hauled out and calked or beached. Her casemate has been stripped and everything taken out of her, and she will be hauled out in a few days. The *Mound City* is now on the ways, being calked. As soon as these two vessels are calked, which will probably be within a week, all the ironclads will be laid up and turned over to Commodore Livingston. There are now only the officers and men on board applied for by him as necessary for their care.

There has been an unaccountable delay at New Orleans in dismantling the *Choctaw* and *Lafayette*. I sent Lieutenant-Commander May on the 17th instant in the *Ibex* to close up the operation without delay and send back the two gunboats that went down with these ironclads and the *Tennessee*.

Lieutenant-Commander Foster, commanding the lower division, reported himself sick and unfit for duty. I sent him his leave of

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absence, and directed Lieutenant-Commander Cornwell to send up the mortars, etc., of that division. I gave similar directions to Lieutenant-Commander Mitchell, commanding the upper division, and also directed him to send up the navy ammunition said to be at Vicksburg, but of which I have no official account. The five mortars from Vicksburg have been sent to Jefferson Reserve, the six at Memphis I have ordered sent there if they can possibly be embarked. There are two other mortars on the river, both high and dry, one at Island [No.] 66 and the other at Palmyra Island, where, I am informed, they have been for more than a year.

Commander Pattison has been directed to send the *Indianola's* ammunition to the reserve and such other articles as may be useful there; to send here some few articles needed here, and to advertise and sell the lumber and other articles which he recommends should b sold, including coal, coal barges, and mortar boats, for all of which he thinks a better price can be obtained at Memphis than here. The paymasters' and masters' stores from that station have been sent here. For the execution of their orders, necessary transportation has been furnished to Commander Pattison and the two divisional officers.

The coal in the lower part of the river has been collected at Natchez, and there are some mortar barges at Vicksburg. To avoid detention of the vessels below two paymasters have been detailed to advertise and sell the public property at Vicksburg and Natchez, under instructions which I directed the fleet paymaster to prepare. They will make returns to him and he will account to the proper bureaus. The paymaster of the Memphis Naval Station has similar instructions as to the sale to be held there.

As soon as a few vessels below arrive here and the ordnance material from Memphis, from Vicksburg (if any), and that here is embarked for the reserve the instructions of the Department will have been substantially complied with.

The papers named in the annexed list will give more detailed information.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

*List of enclosures.*

1, 2,* 3.* Copies of my instructions to Commander Pattison, dated, respectively, July 15, 17, and 17.
1*a*.* Copy of invoice enclosed in No. 1.
4. July 15, copy of my orders to Lieutenant-Commander Mitchell.
5. July 15, copy of my orders to Lieutenant-Commander May.
6.* July 15, copy of my orders to Acting Assistant Paymaster H. Nott.
7.* July 18, copy of my orders to Acting Assistant Paymaster W. Holland.
8.* July 20, copy of my orders to Fleet Paymaster Gulick.
9.* July 20, copy of my report of Pilots Hiner, Gray, and Kautz.

* Omitted.

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[Enclosures.]

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, July 15, 1865.*

SIR: Your official communication of 3d instant to myself and your informal letter of the 7th instant to Fleet Captain Bryson have been submitted to me on my return from Jefferson Reserve.

In the first, you recommend sending up in the *Lyon* and two or three barges all the property except the mules and carts and the coal and coke, which you propose to sell at public auction.

In the second communication you say you can load three barges and still have two loads left for the *General Lyon*, and that it will take ten days to haul the material to the levee, and that you think it would be a great saving to the Government to sell off nearly everything there, as lumber and other material would command a good price. I return to you one of the duplicate inventories of stores, machinery, tools, etc., sent me by you, dated 31st May, and authorize you to advertise and sell the public property except such articles as are directed on the margin to be sent either here or to Jefferson Reserve.

I will send the *Siren* strongly manned, with a model barge, if practicable (which you will have to shore up), to transport all the ordnance material (including mortars) and other things required to be sent to Jefferson Reserve. Send an invoice with the ordnance material, addressed to Lieutenant-Commander Babcock, in charge of the naval ordnance depot at Jefferson Reserve, and one to Commodore Livingston for the ordnance officer at the station.

If I can not obtain a model barge here, you can cut off, if needed, and plank over, using strong beams, a strong coal barge; shore it up and send the mortars, etc., up on it. Enclosed are instructions from the fleet paymaster to Acting Assistant Paymaster Nott regarding the sale of property at Memphis; the proceeds, with duplicate accounts of sale, you will direct him to turn over to Fleet Paymaster Gulick.

I am aware that it will be inconvenient to ship the mortars, but I think it is probably practicable to do it, and very desirable, as the Department has ordered the squadron to be broken up and all the ordnance material to be sent to Jefferson Reserve.

You will find Acting Master Fitzpatrick, of the *Siren*, an energetic officer, and he will probably give you valuable assistance. I hope the Quartermaster's Department may be able to furnish you any other assistance you may require.

In view of the arrangements being made for the breaking up of the whole squadron and the sale of the vessels, it is important that the articles to be shipped should be got off in the shortest possible time. It will be a great convenience to send the public furniture in the commandant's house, that about which there is no doubt as to its being public property, to Jefferson Reserve, for the use of the naval officers there, and it will be well for you to do so as soon as you can without inconvenience to yourself.

If you should have shipped any of the property at the station before this reaches you, you need not discharge it, but let it go on to its destination, accompanied by invoices of the same.

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Report to me when the public property is all disposed of, and when this is done direct Acting Ensign Hamersly to report to me here (with his accounts) for further orders.

I will give further instructions about Acting Assistant Paymaster Nott.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commander T. PATTISON,
*Commandant Naval Station, Memphis, Tenn.*

P. S.—Send back any gunboats arriving at Memphis from below, as their crews will be needed to transfer the mortars and the vessels to bring up ordnance munitions from Vicksburg.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

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MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, Ill., July 15, 1865.*

SIR: You will relieve Lieutenant-Commander Cornwell in command of the Second Division. The Department intends to break up the Mississippi Squadron. All the vessels are to come here to be laid up, and all the ordnance material of the squadron is ordered to be sent to Jefferson Reserve, near St. Louis. The mortar rafts, coal barges, and coal not wanted for vessels coming up the river will be sent to be sold at the most convenient river towns. Acting Assistant Paymaster Holt will report to you with instructions on this subject. He must be sure to reserve coal enough for every vessel coming up. The *Kenwood* is perhaps still at New Orleans waiting to bring up officers of the ironclads, and the *Ibex* may have to go there with the *Tennessee*. Mr. Holt must hire contrabands for laborers if necessary, so that all the shipped men can come up with the vessels to which they belong. I will send the *Brown* to you with a model barge, if one can be obtained, the decks of which should be well shored up to bring up the mortars and iron screening.

If no model barge can be obtained, you will have to get a strong coal barge (perhaps cut her down a little), put strong deck beams and deck plank on her, and shore the same up well, and, with the *Brown's* skids and steam capstan, put the mortars on her. I understand from Lieutenant [Frank H.] Phipps, of the arsenal at St. Louis, recently ordnance officer at Vicksburg, that there is a considerable quantity of naval ammunition there. It is very desirable, if practicable, to get this up also by loading it on your vessels, all of which are to come here. You will perceive that all practicable dispatch is required in performing this duty, in view of the time of sale of the vessels of the squadron. Send to Lieutenant-Commander Charles A. Babcock, in charge of ordnance depot at Jefferson Reserve, an invoice of all the ordnance material sent there, and a duplicate to the commandant of the naval station, Mound City. It is

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desirable to show these orders to Lieutenant-Commander Cornwell and see his, and act in concert, so as to dispose of everything in your sections by joint cooperation before either of you come up, which you will do as soon as this duty is completed, bringing up all your vessels.

Make the best dispositions you can with the means at your and Lieutenant-Commander Cornwell's command for getting the material and vessels here, leaving Acting Assistant Paymaster Holt to sell the refuse matter not worth bringing up. I will be glad to hear of your progress by mail. Ask the Army for aid if you need it.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander J. G. MITCHELL,
*Commanding U. S. S. Sibyl.*

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MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, July 15, 1865.*

SIR: I enclose copies of my instructions to Lieutenant-Commander Foster of 29th May and July 3 and of my letters to Acting Rear-Admiral Thatcher of the same dates, relating to the turning over of the ironclads *Choctaw*, *Lafayette*, and *Tennessee* to the West Gulf Squadron.

You will proceed down the Mississippi and give immediate personal attention to the execution of these orders. If on arrival at Red River you find that the *Kenwood*, sent to New Orleans with the *Lafayette* and *Choctaw* to bring back their officers, and that the vessel, if any, sent to New Orleans to tow the *Tennessee*, have returned from New Orleans, and the transfer of the three ironclads is completed, you need not go to New Orleans, but will give such assistance to the divisional officers as they may need in removing coal, etc., to Natchez, Vicksburg, and Memphis; also ordnance material from Vicksburg and the mortars to Jefferson Reserve. If you find it necessary to go to New Orleans, read, seal, and deliver the enclosed open communication to Acting Rear-Admiral Thatcher. If on arrival there you find that the removal of the guns and ordnance stores from the *Lafayette* and *Choctaw* will cause great delay, remove only the powder and fixed ammunition, small arms and ordnance equipments, and turn them over, with their guns and other ordnance stores aboard, with inventories of the same.

I also enclose a copy of my letter of 1st June to Lieutenant-Commander Foster, communicating the Department's directions regarding returns of crews of the *Choctaw* and *Lafayette*, which will also apply to the *Tennessee*.

I have requested Acting Rear-Admiral Thatcher to forward the muster rolls and lists of the officers, if they have not already been sent on, and to send me duplicates of the lists of officers.

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Enclosed are communications of this date for Commander Pattison and Lieutenant-Commanders Cornwell * and Mitchell, which read, seal, and deliver on your way down.

Keep a sharp lookout for and turn back all the gunboats you may meet coming up, as their crews will be wanted to transfer the mortars and the vessels to bring up ammunition. Give a passage to Acting Assistant Paymasters Holt and Holland (of the *Tyler* and *Silver Cloud*).

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander R. L. MAY,
*U. S. S. Ibex, Mound City.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *July 28, 1865.*

SIR: The following-named officers have this day been detached from vessel and squadron and given permission to await at their residences the action of Department, viz:

| Name. | Rank. | Vessel. | Residence. |
|---|---|---|---|
| Frank C. Greene.... | Acting gunner..... | Pittsburg..... | Boston, Mass. |
| J. M. Holmes..... | Master..... | Chillicothe..... | Mystic Bridge, Conn. |
| G. N. Heisel..... | Actg. 2d asst. engineer.... | Mound City..... | Rock Island, Ill. |
| J. S. Knight..... | Passed asst. surgeon..... | Hospital Pinckley, Memphis, Tenn. | Address not known. Directed to report to Department. |
| J. W. Chambers.... | Acting ensign..... | Prairie Bird..... | Pittsburg, Pa. |

On the 27th instant Acting Gunner Thomas H. Green was detached from the U. S. S. *Mound City* and from this squadron and given permission to proceed to his residence in Washington, D. C., and his detachment reported to the Department on the same day.

I have this day withdrawn his detachment and he will for the present remain on duty in the squadron.

Acting First Assistant Engineer W. C. Perry, of the U. S. S. *Tennessee*, having been medically surveyed on the 14th instant, and the board recommending leave of absence for thirty days, was on the 17th instant detached from vessel and squadron and given permission to await at his residence in Cincinnati, Ohio, the action of the Department.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain PERCIVAL DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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* See p. 292.

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *July 29, 1865.*

SIR: The following-named officers have this day been detached from vessel and squadron and given permission to await the Department's action at their residences, viz:

| Name. | Rank. | Vessel. | Residence. |
|---|---|---|---|
| J. McCleane | Acting Ensign | Sibyl | Philadelphia, Pa. |
| Jno. Fisher | do | do | Columbus, Ohio. |
| Wm. H. Smith | Mate | do | Harmar, Washington County, Ohio. |
| E. N. Wild | do | Grossbeak | College Hill, Hamilton County, Ohio. |
| G. W. Ball | do | do | Portsmouth, Scioto County, Ohio. |
| N. P. Baldwin | Acting chief engineer | do | New Albany, Ind. |
| Saml. Henery | Actg. 3d asst. engineer | do | Steubenville, Ohio. |
| James R. Clark | do | | Lockport, Will County, Ill. |
| J. G. Mitchell | Lieutenant commander | Mississippi Squadron | 202 Erie st., Chicago, Ill. |

Acting Assistant Paymaster C. P. Reeves, of the U. S. S. *Louisville*, having been reported by the fleet paymaster as having turned over his stores, provisions, etc., and having made his returns, was this day detached from vessel and squadron and ordered to report by letter to Department for the settlement of his accounts.

Very respectfully, your ovedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain PERCIVAL DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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[Telegram.]

NAVY DEPARTMENT,
*Washington, July 29, 1865.*

SIR: When the Mississippi Squadron is reduced as ordered, and the instructions given to you consequent upon such reduction have been fully carried out, you will turn over the remaining vessels to Commodore Livingston, commanding naval station at Mound City, from which date you will regard yourself as detached from the Mississippi Squadron and waiting orders, and the squadron ceasing to exist.

Respectfully, etc.,

G. WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City, Ill.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, returning to the Department acceptance of resignation of officers not yet detached from the squadron.*

MOUND CITY, *July 31, 1865.*

SIR: I enclose the Department's acceptance of resignation of fifty-two officers. Some of these officers belong to the U. S. steamers *Lafayette* and *Chootaw*, who have been unaccountably delayed at New Orleans and not yet returned; the others, mostly, are of officers belonging to vessels engaged in transporting ordnance material from this place to Jefferson Reserve, Mo. These officers are still in the service, none of the acceptances having been delivered by me. As soon as their services can be spared, I propose to detach them from vessel and squadron and give them leave, to await the action of the Department at their residences, reporting them accordingly to the bureau.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain PERCIVAL DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *July 31, 1865.*

SIR: The following-named officers have this day been detached from vessel and squadron and given permission to await at their residences the action of Department, viz:

| Name. | Rank. | Vessel. | Residence. |
|---|---|---|---|
| F. L. Du Bois | Assistant surgeon | Grosbeak | New London, Chester County, Pa. |
| Louis Frederic | Acting gunner | Carondelet | Evansville, Ind. |
| P. R. Hartwig | Acting chief engineer | Judge Torrence | Newport, Ky. |
| Charles White | Mate | do | Sharonville, Hamilton County, Ohio. |
| B. H. Barnard | do | do | South Bend, Ind. |
| Thos. A. Harris | Acting volunteer lieutenant-commander. | Abeona | Portsmouth, N. H. |
| Jos. B. Goodwin | Actg. first assistant engineer | do | Cincinnati, Ohio. |
| Jas. W. Richards | Acting ensign | do | Do. |
| Robt. T. Nelson | do | do | Zanesville, Ohio. |
| A. H. Tyler | Acting second assistant engineer. | do | Mound City, Ill. |
| Jno. H. Ward | Acting third assistant engineer. | do | Madison, Ind. |
| Daniel Sullivan | Mate | Ivy, tug | New Orleans, La. |
| J. E. Henderson | Acting third assistant engineer. | Pansy, tug | Fulton, Callaway County, Mo. |

The following-named officers belonging to the U. S. tugs *Ivy* and *Pansy*, which are to be turned over to Commodore Livingston, were

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this day detached from the squadron and ordered to report to Commodore John W. Livingston for further orders, viz:

| Name. | Rank. | Vessel. |
|---|---|---|
| William Harris | Acting ensign | U. S. S. Pansy, tug. |
| A. S. Hayward | Acting third assistant engineer | Do. |
| P. C. Wright | Acting ensign | U. S. S. Ivy, tug. |
| Thomas Neely | Acting second assistant engineer | Do. |

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral.*

Captain PERCIVAL DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *August 1, 1865.*

SIR: The following-named officers were this day detached from vessel and squadron and given permission to await at their residences the action of the Department, viz:

| Name. | Rank. | Vessel. | Residence. |
|---|---|---|---|
| Jno. R. Neeld | Acting volunteer lieutenant | Lafayette | Pittsburg, Pa., box 449. |
| C. W. Johnston | Acting ensign | do | Cincinnati, Ohio. |
| C. H. Slocum | do | do | Do. |
| E. C. Emley | do | do | New Orleans, La., 97 Poydras street. |
| Robt. Tate | Acting chief engineer | do | St. Louis, Mo., 21 Brooklyn street. |
| D. H. Hayden | Acting assistant surgeon | do | Cambridge, Mass. |
| Jas. L. Wilkins | Acting first assistant engineer. | do | Steubenville, Ohio. |
| E. H. Kidd | Acting second assistant engineer. | do | St. Louis, Mo. |
| A. A. Johnson | Acting third assistant engineer. | do | Zanesville, Ohio. |
| Jno. W. Lister | Acting carpenter | do | Philadelphia, Pa., 24 Ward street. |
| B. C. Miller | First-class pilot | do | New Orleans, La. |
| M. B. Muncy | Acting master | Choctaw | Fort Madison, Iowa. |
| B. G. Van Dyke | Acting ensign | do | Cincinnati, Ohio. |
| Geo. W. Tainter | do | do | Charlestown, Mass. |
| Wm. C. Frost | do | do | Belmont, Ohio. |
| C. E. Arbuthnot | Acting first assistant engineer. | do | St. Louis, Mo. |
| H. G. Moreland | Acting second assistant engineer. | do | Pittsburg, Pa. |
| John A. Stuart | Carpenter | do | Mound City, Ill. |
| Nicholas Casper | First-class pilot | do | New Orleans, La. |
| E. M. Goodwin | Acting assistant surgeon | Exchange | Canenovia, N. Y. |

Acting Assistant Paymasters L. F. Harter, of the U. S. S. *Prairie Bird*, and John W. Van Cleve, of the U. S. S. *Avenger*, having been reported by the fleet paymaster as having turned over the stores, provisions, etc., and having made their returns, were this day detached from vessel and squadron and ordered to report by letter to the Department for the settlement of their accounts.

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Also, Acting Assistant Paymaster G. H. Holt and B. Page, having been similarly reported, were detached from this squadron and ordered to report by letter to the Department for the settlement of their accounts.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain P. DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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[Telegram.]

MOUND CITY, *August 1, 1865—10:30 a. m.*

If *Ibex* can tow mortar into deep water, will send *Brown* for it. Telegraph reply.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander MAY,
*Memphis, Tenn.*

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to commandant naval station, Mound City, naming vessels that have been put out of commission.*

MOUND CITY, *August 2, 1865.*

COMMODORE: The following vessels have been put out of commission and are hereby turned over to you; the ironclads are laid up in each towhead chute above this station.

Ironclads.—*Benton*, *Carondelet*, *Chillicothe*, *Essex*, *Louisville*, *Mound City*, *Neosho*, *Ozark*, *Pittsburg*, and *Missouri*.

Rams.—*Avenger* and *Vindicator*. These rams are moored in the stream off this station.

I enclose a complete descriptive muster roll of the men turned over with these vessels. The officers have been ordered to report to you and a list of them has been sent you. No men have been assigned to the *Missouri*, which is on the way; the men necessary for her care can be detailed from the receiving ship by you.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commodore J. W. LIVINGSTON,
*Commanding Naval Station, Mound City.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *August 2, 1865.*

SIR: I have this day detached from this squadron and directed to report to Commodore Livingston the following-named officers belonging to the U. S. ironclads *Benton*, *Essex*, *Carondelet*, *Chillicothe*, *Pittsburg*, *Mound City*, *Louisville*, *Ozark*, and *Neosho*, and

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U. S. rams *Vindicator*, *Avenger*, and *Missouri*, which vessels have this day been turned over to Commodore Livingston, viz:

| Name. | Rank. | Vessel. |
|---|---|---|
| George P. Lord | Acting volunteer lieutenant. | In special charge of the Chillicothe, Ozark, and Neosho, and in general charge of the Benton, Essex, Carondelet, Pittsburg, Mound City, Louisville, Vindicator, Avenger, and Missouri. |
| John Pearce | do | Missouri. |
| J. L. Bryant | Acting master | Pittsburg, Carondelet, Mound City. |
| D. P. Slattery | do | Vindicator. |
| Edward Alford | do | Avenger. |
| George V. Mead | Acting ensign | Essex, Benton, Louisville. |
| H. C. Young | Acting assistant surgeon | Medical officer for all the above-named vessels. |
| Job V. Starr | Acting chief engineer | Louisville, Essex, and Benton. |
| Eli R. Pavey | Acting first assistant engineer | Pittsburg, Carondelet, Mound City. |
| Alex. Magee | do | Chillicothe, Ozark, Neosho. |
| James O'Neil | Acting second assistant engineer | Vindicator, Avenger, Missouri. |

Acting Assistant Paymaster G. W. Robertson was, on the 28th day of June last, detached from this squadron and ordered to report to Commodore J. W. Livingston for duty in charge of the accounts of the above-named vessels.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain P. DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *August 2, 1865.*

SIR: The following-named officers have this day been detached from vessel and squadron and given permission to await at their residences the Department's action, viz:

| Name. | Rank. | Vessel. | Residence. |
|---|---|---|---|
| William A. Birchard | Acting ensign | Mist | Warren, Ohio. |
| Henry W. Gray | Mate | do | Cincinnati, Ohio. |
| Henry Ufford | do | do | Delaware, Ohio. |
| W. B. Hartman | Acting assistant surgeon | do | Philadelphia, Pa. |
| William Galbraith | Acting second assistant engineer | do | Allegheny City, Pa. |
| R. H. Benneson | do | do | Madison, Ind. |
| William Horn | Acting third assistant engineer | do | Quincy, Ill. |
| Milton James | Acting assistant surgeon | Brilliant | Greenfield, Ohio. |
| W. A. Willey | Acting first assistant engineer | do | Rock Island, Ill. |
| James Cutler | Acting second assistant engineer | do | Cincinnati, Ohio. |
| C. D. Griggs | Mate | do | Do. |
| W. C. Jamieson | do | do | Rising Sun, Ind. |
| J. L. Tudor | Acting second assistant engineer | do | Cochran, Ind. |

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain P. DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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*Report of Commander Bryson, U. S. Navy, giving qualifications and character of certain officers who served under his command.*

| Name of vessel. | Name of commanding officer. | Rank. | Remarks. |
|---|---|---|---|
| Moose | W. C. Coulson | Acting master | Intelligent and energetic. |
| Fairplay | Geo. J. Groves | do | Very intelligent and a hard worker. |
| Reindeer | S. H. Strunk | Acting ensign | A hard worker. |
| Volunteer | Joseph Watson | Acting master | A very intelligent and hard-working officer. |
| Siren | Jas. Fitzpatrick | do | A hard worker, but little education. |
| Argosy | J. C. Morong | do | An intelligent, energetic, and reliable officer. |
| Exchange | J. C. Gipson | Acting volunteer lieutenant. | No force, not intelligent, and not overfond of work. |
| Huntress | J. M. Flynt | Acting ensign | Well meaning; no force. |
| Brilliant | John H. Rice | Acting master | Very slow, lazy, and, I think, not very reliable. |
| Ibex | N. B. Willets | do | Hard worker, intelligent, and reliable. |
| Silver Lake | Michael Hickey | do | A very hard-working, reliable, and intelligent officer. |
| Forest Rose | A. N. Gould | Acting volunteer lieutenant. | A very reliable and intelligent officer. |
| Samson | H. E. Bartlett | Acting master | No force, though reliable. |

Respectfully, your obedient servant,

A. BRYSON,
*Commander.*

Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

*Report of Lieutenant-Commander Cornwell, U. S. Navy, giving the qualifications and character of certain officers who served under his command.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, Ill., August 2, 1865.*

ADMIRAL: In accordance with your instructions, I respectfully submit the following report regarding the qualifications and character of officers who have served under my command as commanding and executive officers of vessels of this squadron:

| Rank. | Name. | Remarks. |
|---|---|---|
| Actg. vol. lieut. commander | W. R. Hoel | A good officer and gentlemanly man. |
| Actg. vol. lieutenant | J. W. Atkinson | No education, no manners, and no morals. |
| Do | J. R. Neeld | Not well educated, but a valuable officer. |
| Do | John Pearce | Not well educated, but is a resolute and trusty man. |
| Do | J. Swaney | A gentlemanly officer, and had his vessel in good order and discipline. |
| Do | W. R. Wells | A very honest and patriotic old gentleman. |
| Acting master | E. Alford | Had his vessel in good order, but otherwise rather weak. |
| Do | E. C. Beaman | Not reliable, but quite intelligent. |
| Do | H. E. Bartlett | A man with good intentions, but weak. |
| Do | H. D. Coffinberry | A trusty officer. |
| Do | T. M. Farrell | A good officer and gentlemanly man. |
| Do | J. Fitzpatrick | A zealous and good officer. |
| Do | H. T. Keene | Zealous, but rather weak; no education. |
| Do | M. B. Muncy | Tolerably educated, gentlemanly, resolute, and zealous officer. |
| Do | T. McElroy | A good officer. |
| Do | P. Donnelly | No education, but has capacity for commanding. I think he was in the habit of trading. |
| Do | J. H. Rice | Not reliable or truthful. |
| Do | F. G. Sampson | A good officer. |
| Do | D. P. Slattery | Apparently a good officer. |

Very respectfully, yours,

JNO. J. CORNWELL,
*Lieutenant-Commander, U. S. Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *August 3, 1865.*

SIR: The following-named officers were this day detached from vessel and squadron and given permission to await at their residences the action of the Department, viz:

| Name. | Rank. | Vessel. | Residence. |
|---|---|---|---|
| H. C. Eckstein | Assistant surgeon | General Lyon | Philadelphia, Pa. |
| Thos. Cordwell | Acting ensign | do | Tipton, Ind. |
| Ed. W. Robinson | Mate | do | Erie, Pa. |
| Saml. C. Johnson | Acting assistant surgeon | Oriole | Darlington, Wis. |
| John H. Everhart | First assistant engineer | do | Lawrenceburg, Ind. |
| Ignatius Daum | Acting ensign | do | Cincinnati, Ohio. |
| John B. Hiserman | do | do | Galena, Ill. |
| G. M. Dansbury | Actg. 2d assistant engineer | do | New Richmond, Ohio. |
| Andrew Lusk | Actg. 3d assistant engineer | do | Dayton, Ohio. |
| Real Devisnay | do | do | Cincinnati, Ohio. |
| Jay Nyman | Mate | do | Chicago, Ill. |
| E. Y. Gassaway | do | do | Madison, Ind. |
| Perry South | Actg. 1st assistant engineer | Peosta | New Albany, Ind. |
| G. W. Marfield | Actg. 3d assistant engineer | do | Galena, Ill. |
| N. W. Tracy | Mate | do | Columbus, Ohio. |
| L. W. Hastings | Acting ensign | do | Mineral, Ill. |
| G. W. Kepler | Mate | do | Erie, Pa. |
| Thos. H. Green | Acting gunner | Mound City | Washington, D. C. |

Lieutenant-Commander John J. Cornwell was, on the 1st instant, detached from vessel and squadron and given permission to await at his residence in St. Paul, Minn., the Department's action.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain P. DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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[Telegram.]

FLAGSHIP TEMPEST,
*Mound City, August 3, 1865—9 p. m.*

Be here with *Kate* and all material by 6th or 8th instant certainly.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Acting Volunteer Lieutenant G. W. ROGERS,
*Commanding U. S. S. Kate, Johnsonville, Tenn.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting reports relative to the sale of public property belonging to the Mississippi Squadron.*

No. 329.] MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, August 3, 1865.*

SIR: Referring to my No. 324, of 27th July, I transmit enclosed the following reports in relation to the sale of public property belonging to this squadron on the Mississippi River.

1-2. July 22-29, Lieutenant-Commander Mitchell; final reports of affairs of First and Second Divisions.



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3. July 27, Acting Assistant Paymaster G. H. Holt; report of sale of public property at Vicksburg. The greater part of the property there had been removed to Memphis to be sold there.

4. August 2, Lieutenant-Commander Foster; giving information respecting the steam scow *Bayou*, referred to in Acting Assistant Paymaster Holt's report. I had no information whatever respecting this boat until her sale was reported to me.

5. July 31, Lieutenant-Commander Cornwell; final report on affairs of Third Division.

6. July 25,* Lieutenant-Commander Cornwell; enclosing inventory of public property at Natchez, which he has turned over to Acting Assistant Paymaster Holland, with copy of instructions to him as to the care of it.

I yesterday enclosed Commander Pattison's report* of the closing of the affairs of the Memphis Naval Station. As soon as the reports of Acting Assistant Paymasters Nott and Holland, concerning the sales at Memphis and Natchez, are received they will be forwarded to the Department.

All squadron business on the lower Mississippi will then be concluded. As stated in my No. 324, the paymasters are instructed to turn over the proceeds of sales to the fleet paymaster, sending him an account of sales and a full report, with a duplicate of the latter to myself. The fleet paymaster is directed to account for these funds to the appropriate bureaus. In case, therefore, their reports should not be received before I leave here, provision is made that the transactions shall be duly reported and the proceeds accounted for.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosures.]

U. S. S. SIBYL,
*Off Mound City, Ill., July 22, 1865.*

SIR: I have the honor to report the following relative to the orders received by me from you under date of July 15. The coal barges and coal in the Second Division had been towed to Memphis and turned over to Commander Pattison.

Lieutenant-Commander Cornwell informed me at Memphis on the 19th instant that he had sent the *Oriole* to Vicksburg, with directions to the commanding officer to sell the mortar flats, in compliance with the advertisement which he had put in the Vicksburg papers a week before; the only thing remaining for me was to forward the ordnance stores at Vicksburg to the Jefferson Reserve.

The amount of these, as I was informed by Lieutenant-Commander May, was 1,200 13-inch mortar shell.

As your instructions to myself directed me to show my orders to Lieutenant-Commander Cornwell and see those sent to him, in order to work together in the matter, I had a consultation with him and Lieutenant-Commander May, and it seemed that the expense to the

* Omitted.

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Government would be less and the vessels soonest released from service by shipping this ammunition by regular transports. I went to the different agencies, and the Atlantic Line agreed to take it all at 25 cents a hundredweight, receiving and landing it at their own expense. This is 12½ cents less than the regular Government rates and would for the quantity specified amount to some $600. Of the vessels in the Second Division the *Grosbeak* had been ordered up the river by Lieutenant-Commander Cornwell, the *Sibyl* was unfit for service, and the *Oriole* was towing barges with the mortar plating up from Vicksburg. This seemed an additional reason for shipping the ammunition by private conveyance, and I sent Paymaster Holt to Vicksburg for that purpose, giving him verbal instructions to that effect, but that he was not to commence the shipment until he heard from me. In the meantime he was to make arrangements to have the ammunition hauled to the bank ready for shipment.

Very respectfully, yours,

JOHN G. MITCHELL,
*Lieutenant-Commander, U. S. Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron. Mound City.*

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U. S. S. GENERAL LYON,
*Mound City, Ill., July 29, 1865.*

SIR: I have the honor to report that in obedience to your orders of 22d instant I left Mound City on the *General Lyon* and proceeded to Vicksburg for the purpose of shipping the naval ammunition said to be at that place to Jefferson Reserve. On my arrival at Vicksburg on the 25th I learned from Lieutenant L. M. Walton, depot ordnance officer, Vicksburg, that there was no ammunition that could be taken away from there but some 13-inch mortar shell. The other naval ammunition was on charge and belonged to the Army, but had on the last inspection report been recommended to be turned over to the Navy. I have also to report that I took on board this vessel at Vicksburg 283 13-inch mortar shell and left on the 25th instant for Jefferson Reserve. In consequence of the port engine of this vessel being disabled, I was compelled to transfer them this morning to the U. S. S. *Fairy*, on her way to that place.

I am, sir, very respectfully, your obedient servant,

JOHN G. MITCHELL,
*Lieutenant-Commander.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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NAVAL STATION,
*Mound City, Ill., July 27, 1865.*

SIR: I have the honor to report to you that, in obedience to your orders of 15th instant, I proceeded in the U. S. S. *Ibex* to report to Lieutenant-Commander Mitchell, commanding Second District, for duty in connection with the sale of Government property there. At Memphis, Tenn., I duly reported to Lieutenant-Commander Mitchell,

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when he informed me that the public property, coal barges, etc., which it was purposed I should sell at Vicksburg, Miss., had been removed to Memphis, Tenn., and I was ordered to proceed to Vicksburg to collect and ship on a transport to the Jefferson Reserve a lot of 13-inch mortar shells there.

I also received orders from Lieutenant-Commander R. L. May, senior officer present, to dispose of a small steamboat and five mortar flats which were ashore at De Soto, opposite to Vicksburg, and which he informed me had been previously advertised and sold for $200; but the purchaser failing to pay, I was directed to make sale of them, to the best interests of the Government and to obtain the sum $200, for which they sold before, if I could; but I was not to advertise a sale, as, this having been previously done, it was considered by Lieutenant-Commander May that the time necessary to do so would be incompatible with the dispatch required in the removal of the shells. This steamboat or steam flat was situated on a high bank, well worn and much out of order, and I was informed by a Mr. R. G. Taylor, a boiler maker (the party I was informed who had purchased the boat and flats previously) that the steamboat was worth nothing; that the machinery in her was only worth a trifle. Situated as she was, and with this opinion as to her value from an experienced man, I closed a bargain for her and the five mortar flats, which had been stripped of the iron about them, and lay aground, only fit to be broken to pieces for old wood and iron. I had received instructions from the fleet paymaster, approved by the commander in chief, to advertise the property put into my hands for sale, and so represented it to Lieutenant-Commander May, but he considered it unnecessary, as I have before mentioned, and directed me not to advertise, considering the sale of a steam flat (originally I understand a scow, and machinery put into her to make it available for doing repairs to gunboats) and five old mortar flats would not warrant the expenses attendant upon it and the delay it would cause in the shipment of the shells. Upon my arrival at Vicksburg, 21st instant, I made due arrangements for shipping the shells next day by transport, having obtained from the military commandant a detail of 50 soldiers for the necessary labor. Before shipping them, however, a message reached me from the commanding officer of the U. S. towboat *Brown* to the effect that I was not to ship the shells, but to leave them, and the *Brown* would take them. I deemed it proper to regard the message as official. On the 22d instant, with a view to using dispatch in disposing of and removing the public property as I was ordered, I sold the steam flat and five mortar flats for the sum of $200 (as per account sales receipted by Fleet Paymaster Gulick, accompanying), the same sum for which the lot had been previously sold.

I am, sir, very respectfully, your obedient servant,

GEO. H. HOLT,
*Acting Assistant Paymaster, U. S. Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron, Mound City.*

P. S.—I deem it advisable to mention that I was told as I was about leaving Vicksburg that there was a mortar flat at De Soto, opposite Vicksburg, with some iron plates on it belonging to Govern-

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ment. No mention or transfer of it to me for sale having been made by anyone officially, I was not authorized to meddle with it, but informed the commanding officer of the *Brown* by letter of the fact.

Respectfully,

GEO. H. HOLT,
*Acting Assistant Paymaster.*

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U. S. S. FORT HINDMAN, *August 2, 1865.*

SIR: In obedience to your order of the 1st instant I have the following report to make in relation to the little steamer *Bayou.* She was captured about eighteen months since by General Herron, then commanding at Morganza, for illicit trading with the enemy (as reported to me) and turned over to the U. S. S. *Neosho.* A short time after she was turned over I took her and used her as a tug for the *Lafayette*, and when I received a regular tug from Cairo I turned her over to Captain Welsh, of the *Ouachita.* While under his command she was sent to Natchez for repairs; but I think she was of so little value that she was never repaired. Her tonnage was about 15 to 20 tons, length about 50 or 60 feet, and I suppose at the time of her capture worth from $300 to $500—that is, at the rate steamboats were selling at the time. After she was turned over she was used for some time by the blacksmith and carpenter shops at the mouth of Red River. Her engines were small, about six horsepower.

I am, very respectfully, your obedient servant,

JAS. P. FOSTER,
*Lieutenant-Commander, U. S. Navy.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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U. S. S. FORT HINDMAN,
*Mississippi River, July 31, 1865.*

SIR: On my arrival at Natchez on Monday evening, the 24th instant, I found Lieutenant-Commander Foster still sick, but had gathered all the property in the Third Division belonging to the Navy at that place in obedience to your order. I relieved him and had the property collected in the most suitable places to be disposed of, the empty barges on the Natchez shore; the full barges I thought best to leave anchored in the stream on the opposite side of the river, as the water at that time was falling and might have grounded them in a few days, as I noticed a number of the army barges were so already.

I had the coal measured by Acting Master Bartlett, of the *Samson*, and think a fair estimate was made.

I enclose a copy of the inventory furnished Acting Assistant Paymaster W. Holland. I employed seven men to take care of the property, to keep the barges pumped out, etc., one white man acquainted with the management of coal and six negroes. As there was some water in the full barges I directed the tug *Fern* to remain and pump them dry, while proper pumps were being prepared to do it by hand. The pumps not having been in use, were out of order. I also gave

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the commanding officer of the *Fern* orders to report to the commanding officer of the *Kenwood* on her arrival there and accompany him to Mound City, if the *Kenwood* did not arrive in a few days to go up the river alone, and if overtaken by her to accompany her.

The towboat *Brown* took the mortar on board the model barge, it having been towed to Natchez by the *Fort Hindman*. I directed the *Brown* to report to you at Mound City and not to stop for the mortars at Island [No.] 66 and Palmyra, as the labor would be too great to obtain them at this stage of water, they being at least 300 yards from the river, and as he informed me he could not take coal enough to last him from Memphis to Jefferson Reserve and back to Mound City also, that it would be necessary for him to procure St. Louis pilots at Mound City.

As the *Fort Hindman* has no up-river pilots, I ordered the *Samson* to lash alongside, and even in this way we are only able to make 4 or 5 miles an hour. The pilots seem to be out of practice, not having run the river much of late years. The mortar crib and mortar at Woods' Plantation, 2 miles above Big Black Island, I examined as I came up, and do not think it could be got on the barge in less than a week, if at all. The river bank is yet soft, the water having recently left it.

At Island [No.] 66 I was surprised to find that between Sunday morning, when I passed down, and Friday the water had risen so that there was 1 foot of water at the lower side of the mortar crib. I sent in a boat to sound, and found there was not water enough to get near it, and that it would require a rise of 4 feet to float it into deep water, and as I had no means of knowing whether the water would continue to rise I did not wait, which I now regret, as I believe the river will be high enough to float it; but the rivermen thought it such an unusual time for a rise that it would not be great.

I am, sir, very respectfully, your obedient servant,

J. J. CORNWELL,
*Lieutenant-Commander, Commanding Third Division.*

Acting Rear-Admiral S. P. LEE,
*Commanding Mississippi Squadron.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Fitzhugh, U. S. Navy, urging dispatch in discharging mortars and vessels at Jefferson Reserve.*

MOUND CITY, *August 3, 1865.*

SIR: Use the utmost dispatch in discharging the mortars from the model barges, and also in discharging the vessels. The *Argosy* and *Naumkeag* leave to-morrow with the last loads. It is necessary to have the vessels back quick to strip and clean them and let buyers visit and inspect them. Hurry them back.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander W. E. FITZHUGH,
*Jefferson Reserve.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding leaves of absence granted to certain officers previous to detachment.*

MOUND CITY, *August 4, 1865.*

SIR: Enclosed are leaves of absence for the following-named officers, viz:

| Name. | Rank. | Vessel. |
|---|---|---|
| William Sprague | Acting first assistant engineer | Red Rover. |
| Thomas M. Sloan | Acting second assistant engineer | Peosta. |
| John D. Moore | Mate | Moose. |
| George B. Hall | do | Myrtle. |
| Isaac C. Wiltsee | Acting ensign | Moose. |

These officers are all still in the service. I propose in a few days to detach them from vessel and squadron and permit them to await the action of the Department at their residences, which will be reported to the Department and to which their leaves can be forwarded, to the date from the time of their detachment from this squadron.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain P. DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, transmitting additional names of officers detached from the squadron.*

MOUND CITY, *August 4, 1865.*

SIR: Enclosed is a list of officers who have this day been detached from the Mississippi Squadron and ordered to report to Commodore J. W. Livingston for further orders, and who belong to the following-named vessels, which have been put out of commission and turned over to Commodore Livingston for sale, viz:

*General Bragg, General Price, Little Rebel, Ouachita, Collier, Gamage, Sibyl, Abeona, Grossbeak, Judge Torrence, Brilliant,* and *Mist.*

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain P. DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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[Enclosure.]

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, August 4, 1865.*

List of officers this day detached from squadron and ordered to report to Commodore J. W. Livingston for further orders:

| Name. | Rank. | Vessel. |
|---|---|---|
| E. D. Bruner | Acting volunteer lieutenant. | General Bragg. |
| W. L. Holcomb | Acting master | General Price. |
| J. H. Fink | Acting ensign | Little Rebel. |
| E. Zimmerman | Acting master | Ouachita. |
| J. F. Reed | ....do | Collier. |
| W. Nell | ....do | Gamage. |
| N. F. Vaughan | Acting ensign | Sibyl. |
| S. H. Harbeson | ....do | Abeona. |
| A. S. Palmer | ....do | Grossbeak. |
| Wm. Sill | ....do | Judge Torrence. |
| J. H. Rice | Acting master | Brilliant. |
| J. H. Welsh | ....do | Mist. |
| Irvin Fox | Acting first assistant engineer. | In charge of machinery of Grossbeak, Mist, Brilliant, and Judge Torrence. |
| Thomas Reed | Acting third assistant engineer. | In charge of machinery of Ouachita and General Price. |
| Joseph Anderson | Acting second assistant engineer. | In charge of machinery of General Bragg and Little Rebel. |
| W. J. Milligan | ....do | In charge of machinery of Collier, Gamage, Abeona, and Sibyl. |

*Letter of Acting Rear-Admiral Lee, U. S. Navy, transmitting additional names of officers detached from the squadron.*

MOUND CITY, *August 4, 1865.*

COMMODORE: The following-named officers have this day been detached from this squadron and ordered to report to you for further orders.

Enclosed are their orders for your convenience in making such endorsements as you may think proper. These officers are those assigned to the care of the vessels put out of commission and at anchor in reach below in charge of Acting Volunteer Lieutenant William Flye, viz:

| Name. | Rank. | Vessel. |
|---|---|---|
| E. D. Bruner | Acting Volunteer Lieutenant | General Bragg. |
| W. L. Holcomb | Master | General Price. |
| J. H. Fink | Acting ensign | Little Rebel. |
| E. Zimmerman | Acting master | Ouachita. |
| J. F. Reed | ....do | Collier. |
| W. Nell | ....do | Gamage. |
| N. F. Vaughan | Acting ensign | Sibyl. |
| S. H. Harbeson | ....do | Abeona. |
| A. S. Palmer | ....do | Grossbeak. |
| William Sill | ....do | Judge Torrence. |
| J. H. Rice | Acting master | Brilliant. |
| J. H. Welsh | ....do | Mist. |

The following-named engineers have been assigned to take charge of the machinery of the vessels opposite their names, viz:

| Name. | Rank. | Vessel. |
|---|---|---|
| Irvin Fox | Acting first assistant engineer | Brilliant, Mist, Grossbeak, Judge Torrence. |
| Thomas Reed | Acting third assistant engineer | Ouachita and General Price. |
| Joseph Anderson | Acting second assistant engineer | General Bragg and Little Rebel. |
| W. J. Milligan | | Collier, Gamage, Sibyl, and Abeona. |

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral.*

Commodore JOHN W. LIVINGSTON,
*Commanding Naval Station, Mound City, Ill.*

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to the commandant naval station, Mound City, turning over certain vessels.*

MOUND CITY, *August 4, 1865.*

COMMODORE: The following-named vessels are hereby turned over to the naval station, Mound City, viz:

*Abeona, Brilliant, Collier, Gamage, General Bragg, General Price. Grossbeak, Little Rebel, Judge Torrance, Mist, Ouachita, Sibyl.*

Descriptive muster rolls of the men attached to them are enclosed; the officers have been ordered to report to you, and a list of them has been sent you.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commodore J. W. LIVINGSTON,
*Commandant Naval Station, Mound City.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *August 4, 1865.*

SIR: The following-named officers have this day been detached from vessel and squadron and given permission to await at their residences the action of the Department, viz:

| Name. | Rank. | Vessel. | Residence. |
|---|---|---|---|
| W. J. Buffington | Acting chief engineer | Red Rover | Brownsville, Pa. |
| B. W. Herr | Acting ensign | Oriole | Dayton, Ohio. |
| Pat Scanlan | Acting second assistant engineer. | Tensas | Chicago, Ill., 183 Illinois street. |
| N. Spear | Acting third assistant engineer. | do | Cairo, Ill. |
| George O. Burgess | Acting assistant surgeon | Forest Rose | Mound City, Ill. |
| H. B. Graves | Acting ensign | do | New Sharon, Me. |
| George G. Cox | do | do | Cincinnati, Ohio. |
| J. R. Meredith | Acting third assistant engineer. | do | Cincinnati, Ohio, care J. B. Ruffin. |
| James Humes | do | Reindeer | Poseyville, Posey County, Ind. |

The fleet paymaster having reported the following acting assistant paymasters as having turned over their stores, provisions, etc., and having made their returns, were this day detached from vessel and squadron and ordered to report by letter to the Department for the settlement of their accounts, viz:

| Name. | Rank. | Vessel. |
|---|---|---|
| S. E. Hartwell | Acting assistant paymaster | Collier. |
| H. G. Colby | do | Essex. |
| L. C. Stebbins | do | General Bragg. |
| W. H. Byrn | do | Neosho. |
| F. W. Hanson | do | Vindicator. |
| H. A. Thompson | do | Gamage. |
| J. F. Reeves | do | Grossbeak. |
| Thomas B. Reed | do | Sibyl. |
| S. D. Hurlbut | do | Judge Torrence. |
| William A. Carpenter | do | Abeona. |
| C. G. Lownds | do | Benton. |

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain P. DRAYTON,
*Chief of Bureau of Navigation and Office of Detail, Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *August 5, 1865.*

SIR: The following-named officers have this day been detached from vessel and squadron and given permission to await at their residences the action of the Department, viz:

| Name. | Rank. | Vessel. | Residence. |
|---|---|---|---|
| James C. Gipson | Acting volunteer lieutenant | Exchange | Rochester, Racine County, Wis. |
| Amos G. Perkins | Acting first assistant engineer | do | Madisonville, Ohio. |
| Charles C. Streepey | Acting second assistant engineer | do | New Albany, Ind. |
| Griffen T. Miller | Mate | do | Cincinnati, Ohio. |
| C. W. Maynard | do | do | Chicago, Ill. |
| M. A. Miller | Acting assistant surgeon | do | Boston, Mass., 48 India street. |
| John Swaney | Acting volunteer lieutenant | Kenwood | Magnolia, Ill. |
| James C. Weeks | Acting ensign | do | Cincinnati, Ohio. |
| E. F. Crane | do | do | New Albany, Ind. |
| Matt M. Yorston | Mate | do | Cincinnati, Ohio, Lock Box 199. |
| T. E. Clark | Acting assistant surgeon | do | Mount Vernon, Ohio. |
| Thomas J. Malbon | Acting first assistant engineer | do | New Albany, Ind. |
| Rich. J. Holt | Acting third assistant engineer | do | New York, N. Y. |
| N. B. Willets | Acting master | Ibex | Brooklyn, N. Y. |
| John Mallam | Acting assistant surgeon | do | Do. |
| James L. Reed | Acting ensign | do | Erie, Pa. |
| C. Smith, jr | do | do | New York City. |
| William F. Gallagher | Acting third assistant engineer | do | Brooklyn, N. Y. |
| Frank Leach | do | do | Topsfield, Mass. |
| J. F. Humphrey | do | do | Bellefontaine, Ohio. |
| John W. Closson* | Mate | do | Cincinnati, Ohio. |
| Lucius A. Cole | do | do | Do. |
| N. T. Rennell | Acting ensign | Fort Hindman | Philadelphia, Pa., 25 Bank street. |
| Thomas Kennedy | Mate | do | Philadelphia, Pa., cor. Catherine and Third streets. |
| George Price | Acting gunner | do | Brooklyn, N. Y., 12 Adelphi street. |
| C. H. Christopher | Acting chief engineer | Samson | Newport, Ky. |

* Found also Clawson and Clausen.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain P. DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *August 5, 1865.*

SIR: The following-named officers have this day been detached from this squadron and ordered to report to Commodore John W. Livingston for further orders, viz:

| Name. | Rank. | Vessel. |
|---|---|---|
| A. N. Gould | Acting volunteer lieutenant | U. S. S. Forest Rose. |
| F. H. Wait | Acting ensign | U. S. S. Oriole. |
| James Nealis | Acting mate | U. S. tug Hyacinth. |
| John Ashworth | Acting third assistant engineer | Do. |
| Carson Glass | Mate | Do. |
| James Duke | Acting third assistant engineer | Do. |
| Jos. Graham | Acting ensign | U. S. S. Myrtle. |
| George B. Hall | Mate | Do. |
| J. H. Wright | Acting third assistant engineer | Do. |

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The above-mentioned officers are those consigned to the care of the vessels placed opposite their names, and which vessels have been turned over to Commodore Livingston for sale. At the instance of the commodore the number of tug officers has not been reduced, as he wished to use the tugs to prevent depredations upon the vessels anchored in the stream and to afford purchasers an opportunity to visit them.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain P. DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *August 7, 1865.*

SIR: The following-named officers have this day been detached from vessel and squadron and given permission to await at their residences the Department's action, viz:

| Name. | Rank. | Vessel. | Residence. |
|---|---|---|---|
| R. E. Birch | Pilot, commanding | General Lyon | Lockland, Ohio. |
| D. P. Taylor | Acting assistant surgeon | Fort Hindman | Woodhull, Henry County, Ill. |
| J. W. Ferrell | Acting third assistant engineer. | do | Stevinsville [Steubenville?], Ohio. |
| J. B. Devoe | Acting master | Appointed for special duty | New York, N. Y. |
| N. W. Conner | Acting second assistant engineer. | Reindeer | New Richmond, Ohio. |
| George R. Bell | Acting third assistant engineer. | do | Cincinnati, Ohio. |
| John D. Holmes | Acting master's mate | do | P. O. box 195, Cairo, Ill. |
| William E. Jelley | do | do | Rising Sun, Ind. |
| John Cronin | Acting ensign | do | Buffalo, N. Y. |

The following-named officers have this day been detached from the Mississippi Squadron and ordered to report to Commodore J. W. Livingston for further orders, and who belong to the vessels placed opposite their names, which vessels have been put out of commission and turned over to the commodore for sale, viz:

| Name. | Rank. | Vessel. |
|---|---|---|
| Abel K. Porter | Acting third assistant engineer | Myrtle. |
| Philip Sheridan | Acting second assistant engineer | In charge of machinery of Oriole, Forest Rose, Peosta, and Kenwood. |
| Freeman Vincent | Acting master | Peosta. |
| Daniel McKay | Acting ensign | Fort Hindman. |
| R. H. Day | do | Kenwood. |
| R. W. Brown | do | Exchange. |
| H. Van Velsor | Acting master's mate | Tensas. |
| Samuel Weaver | Acting second assistant engineer | Do. |
| D. M. Stauffer | Mate | Alexandria. |
| J. W. Morton | Acting third assistant engineer | Do. |

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain P. DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving list of paymasters detached from the squadron.*

MOUND CITY, *August 7, 1865.*

SIR: The fleet paymaster having reported the following-named acting assistant paymasters as having turned over their stores, provisions, etc., and having made their returns, have this day been detached from vessel and squadron and ordered to report by letter to the Department for the settlement of their accounts, viz:

| Name. | Rank. | Vessel. |
|---|---|---|
| G. W. White | Acting assistant paymaster | Fort Hindman. |
| D. W. Van Houten | do | Kenwood. |
| David Davis, jr | do | Exchange. |
| C. H. Hill | do | Choctaw. |
| L. G. Morrow | do | Oriole. |
| C. W. Armstrong | do | Brilliant. |
| J. C. Spalding | do | Peosta. |

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Captain P. DRAYTON,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

---

*Letter from Acting Rear-Admiral Lee, U. S. Navy, to the commandant naval station, Mound City, turning over certain vessels.*

MOUND CITY, *August 7, 1865.*

COMMODORE: The following vessels are hereby turned over to the naval station, Mound City, out of commission:

*Alexandria, Exchange, Forest Rose, Fort Hindman, Kenwood, Oriole, Peosta, Tensas.*

Complete descriptive muster rolls of the men turned over with them for their care are herewith enclosed; their officers have been ordered to report to you and a list of them has been sent you.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commodore J. W. LIVINGSTON,
*Commanding Naval Station, Mound City.*

---

*Letter from Acting Rear-Admiral Lee, U. S. Navy, to the commandant naval station, Mound City, turning over certain vessels.*

MOUND CITY, *August 8, 1865.*

COMMODORE: The following-named vessels are hereby turned over to the naval station, Mound City:

*General Lyon, Ibex, Reindeer*, tugs *Dahlia, Hyacinth, Ivy, Myrtle, Pansy.*

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Complete descriptive muster rolls of the men turned over with them are enclosed; lists of the officers, who have been ordered to report to you, have been sent you. The *Hyacinth* and *Myrtle* have their running complement of officers and men, according to your verbal request to the fleet captain and your subsequent written request to me to the same effect, stating that you desire the tugs for guard duty for the vessels which have been turned over to you. I also turn over the tug *Daisy*, on the ways repairing.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commodore J. W. LIVINGSTON,
*Commanding Naval Station, Mound City.*

P. S.—The *Pansy* was transferred to you on 23d February last, but was recently in the service of the squadron for a few weeks.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

---

*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant Fitzhugh, U. S. Navy, urging dispatch in discharge of ordnance at Jefferson Barracks Reserve.*

MOUND CITY, *August 8, 1865.*

SIR: I send the *Kate*, Acting Volunteer Lieutenant Rogers, commanding, to the reserve, to discharge her ordnance material and that her crew may assist in discharging the other vessels there, in order that the latter may be sent back immediately. They have to be put out of commission in time for inspection and sale, and there is not an hour to be lost. The first thing to be done will be to discharge these vessels and dispatch them here, and for this end work must be carried on night and day. The *Kate* has a steam capstan.

Respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander W. E. FITZHUGH,
*Jefferson Reserve.*

---

*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *August 8, 1865.*

SIR: The following-named officers have this day been detached from the Mississippi Squadron and ordered to report to Commodore J. W. Livingston for further orders, viz:

| Name. | Rank. | Vessel. |
|---|---|---|
| J. Blake | Acting first assistant engineer | In charge of machinery of General Lyon, Reindeer, Fort Hindman, and Ibex. |
| John Davis | Acting ensign | U. S. S. Ibex. |
| S. H. Strunk | do | Reindeer. |
| James Martin | do | General Lyon. |

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These officers belong to the vessels placed opposite their names, which vessels have been put out of commission and turned over to Commodore Livingston for sale.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

CHIEF OF BUREAU OF NAVIGATION AND OFFICE OF DETAIL,
*Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *August 8, 1865.*

SIR: The following-named officers have this day been detached from vessel and squadron and given permission to await at their residences the action of the Department, viz:

| Name. | Rank. | Vessel. | Residence. |
|---|---|---|---|
| R. H. Mahatha | Acting first assistant engineer | Fairplay | Newport, Ky. |
| J. H. Singleton | Acting ensign | do | Care E. B. Brown, Seventh near Pestalozzi street, St. Louis, Mo. |
| J. S. De Forrest | do | do | St. Louis, Mo. |
| C. B. Thatcher | Mate | do | Bangor, Me. |
| John Mayhugh | Acting second assistant engineer | do | Eddyville, Ky. |
| William Daizley | Acting third assistant engineer | do | Philadelphia, Pa. |
| H. D. Coffinberry | Acting master | Fairy | Cleveland, Ohio. |
| C. J. Vanander | Mate | do | Sardinia, Brown County, Ohio. |
| William H. Evans | do | do | St. Louis, Mo. |
| John Lee | do | do | Sailors' Home, Cherry street, New York City. |
| John Gordon | Acting assistant surgeon | Huntress | Memphis, Tenn. |
| John A. Whiteside | Mate | do | Camden, Preble County, Ohio. |
| H. Z. Allphin | do | do | Crittenden, Grant County, Ky. |
| William H. Collins | Acting second assistant engineer | do | Bedford, Cuyahoga County, Ohio. |
| Nicholas Sauer | Acting third assistant engineer | Robb | St. Louis, Mo. |
| Howard, Hale | Acting ensign | do | Yellow Springs, Ohio. |
| J. H. Jacoby | Acting master's mate | do | Middletown, Butler County, Ohio. |
| David G. McAdams | do | do | Steubenville, Ohio. |
| Noah Dean | Acting carpenter | Samson | Fairfield, Iowa. |
| Reuben Storey | Acting second assistant engineer | do | Louisville, Ky. |
| C. F. Yeager | Acting first assistant engineer | do | St. Paul, Minn. |
| E. C. Nye | Acting ensign | do | Marietta, Ohio. |
| John Condon | do | do | No. 1, Seventh street, Buffalo, N. Y. |
| Joseph D. Buckly | do | do | New Orleans, La. |

The following-named acting assistant paymasters, having been reported by the fleet paymaster as having turned over their stores, provisions, etc., and having made their returns, were this day detached from vessel and squadron and ordered to report by letter to the Department for the settlement of their accounts:

| Name. | Rank. | Vessel. |
|---|---|---|
| J. R. Meeker | Acting assistant paymaster | U. S. S. Ouachita. |
| George P. Peck | do | U. S. S. Mist. |
| William H. Doane | do | U. S. S. General Lyon. |
| A. J. Myers | do | U. S. S. Forest Rose. |
| R. H. [or A.] Vilas | do | U. S. S. Ibex. |
| J. P. Kelly | do | U. S. S. Lafayette. |
| J. W. Keely | do | U. S. S. Reindeer. |

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

CHIEF OF BUREAU OF NAVIGATION AND OFFICE OF DETAIL,
*Washington, D. C.*

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to the commandant naval station, Mound City, turning over certain vessels.*

MOUND CITY, *August 9, 1865.*

COMMODORE: The following vessels are hereby turned over to the naval station, Mound City, out of commission: *Fairy* and *Robb.*

Complete descriptive muster rolls of the men turned over with them for their care are herewith enclosed; their officers have been ordered to report to you, and a list of them has been sent you.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commodore J. W. LIVINGSTON,
*Commandant Naval Station, Mound City.*

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[Telegram.]

MOUND CITY, *August 9, 1865.*

Send *Brown* and *Siren* here immediately. Discharge mortars at your convenience when *Kate* arrives.

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Lieutenant-Commander W. E. FITZHUGH,
*Jefferson Barracks, Missouri.*

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to the commandant naval station, Mound City, turning over certain vessels.*

MOUND CITY, *August 10, 1865.*

COMMODORE: The following vessels are hereby turned over to the naval station, Mound City, out of commission: *Fairplay* and *Samson.*

Complete descriptive muster rolls of the men turned over with them for their care are herewith enclosed; their officers have been ordered to report to you, and a list of them has been sent you.

Very respectfully, yours,

S. P. LEE,
*Rear-Admiral, Commanding Mississippi Squadron.*

Commodore J. W. LIVINGSTON,
*Commanding Naval Station, Mound City.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *August 10, 1865.*

SIR: The following-named officers have this day been detached from vessel and squadron and given permission to await at their residences the Department's action, viz:

| Name. | Rank. | Vessel. | Residence. |
|---|---|---|---|
| F. G. Jobson | Assistant engineer | Moose | Cincinnati, Ohio. |
| Isaac C. Wiltsee | do | do | Do. |
| John D. Moore | Acting master's mate | do | New Albany, Ind. |
| Jos. L. Hilliard | Acting first assistant engineer | do | St. Louis, Mo. |
| Michael F. Fitzpatrick | Acting second assistant engineer | do | Covington, Ky. |
| Oliver Bray | do | do | |
| B. H. Collier | Acting third assistant engineer | | Nevada City, Cal. |
| Wm. H. Mitchell | Acting first assistant engineer | Huntress | Louisville. |
| Thos. Blanchard | do | Argosy | North Troy, Vt. |
| James A. McCreary | Actg. master's mate | do | Lancaster, Pa. |
| W. T. Carley | do | do | Cincinnati. |

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

CHIEF OF BUREAU OF NAVIGATION AND OFFICE OF DETAIL,
*Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *August 11, 1865.*

SIR: The following-named officers have this day been detached from vessel and squadron and given permission to await at their residences the action of the Department, viz:

| Name. | Rank. | Vessel. | Residence. |
|---|---|---|---|
| E. L. Draper | Acting assistant surgeon | Naumkeag | Ware, Mass. |
| Henry Kane | Acting ensign | do | Mount Vernon, Ind. |
| Alexander Proctor | Acting master's mate | do | Cincinnati, Ohio. |
| James P. Popejoy | Master's mate | do | Jeffersonville, Ohio. |
| Louis W. Sedam | do | do | Cincinnati, Ohio. |
| E. F. Reynolds | Acting first assistant engineer | do | St. Joseph, Mich. |
| John W. Hayden | Acting second assistant engineer | do | Madison, Ind. |
| [Illegible] | Acting third assistant engineer | do | Care Barker, Hart & Co., Cincinnati, Ohio. |

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

CHIEF OF BUREAU OF NAVIGATION AND OFFICE OF DETAIL,
*Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *August 11, 1865.*

SIR: The following-named officers have this day been detached from vessel and squadron and ordered to report to Commodore J. W. Livingston for duty on board the U. S. receiving ship *Great Western*, viz:

| Name. | Rank. | Vessel. |
|---|---|---|
| E. L. Draper | Acting assistant surgeon | U. S. S. Naumkeag. |
| Henry Kane | Acting ensign | U. S. S. Siren. |
| J. M. Munger | Acting master's mate | U. S. S. Brown. |

Acting Assistant Surgeon Draper was reported this day to the Department as having been detached from vessel and squadron and granted permission to proceed to Ware, Mass., to await the Department's action.

I have this day canceled that detachment, and at the verbal request of Commodore J. W. Livingston ordered him to the *Great Western* instead.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

CHIEF OF BUREAU OF NAVIGATION AND OFFICE OF DETAIL,
*Washington, D. C.*

---

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding leave granted to certain officers of his command.*

MOUND CITY *August 12, 1865.*

SIR: On June the 16th I granted Acting Volunteer Lieutenant J. S. Watson, of the *Hastings*, twenty-eight days' leave, which included a leave of absence from the Department of three weeks, forwarded to Mr. Watson on January 16, but of which he did not avail himself.

On May 25 I granted Acting Volunteer Lieutenant-Commander W. G. Saltonstall, of the *Tempest*, seven days' leave. This I have understood was extended by the Department.

On April 15 I granted Mate W. H. H. De Groot, of the *Carondelet*, seven days' leave, with permission to apply to Department for twenty-one days' extension.

It is presumed the Department has detached these officers from this squadron. Their addresses were as follows, viz:

| Name. | Rank. | Address. |
|---|---|---|
| J. S. Watson | Acting volunteer lieutenant | 59 Pine street, Bergen Port, N. Y. |
| W. G. Saltonstall | Acting volunteer lieutenant-commander | Salem, Mass. |
| W. H. H. De Groot | Mate | Eaton, Preble County, Ohio. |

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

CHIEF OF BUREAU OF NAVIGATION AND OFFICE OF DETAIL,
*Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving names of paymasters detached from the squadron.*

MOUND CITY, *August 12, 1865.*

SIR: The fleet paymaster, having reported the following-named acting assistant paymasters as having turned over their stores, provisions, etc., and having made their returns, they were, on the 11th instant, detached from vessel and squadron and ordered to report by letter to the Department for the settlement of their accounts, viz:

| Name. | Rank. | Vessel. |
|---|---|---|
| E. J. Huling | Acting assistant paymaster | U. S. S. Huntress. |
| John G. Sankey | do | U. S. S. Fairplay. |
| C. S. Dickerman | do | U. S. S. Silver Lake. |
| James W. Clark | do | U. S. S. Moose. |
| R. E. Patterson | do | U. S. S. Argosy. |
| H. B. Mears | do | U. S. S. Naumkeag. |

The following-named acting assistant paymasters, having been similarly reported, were this day detached from vessel and squadron and ordered to report by letter to Department for the settlement of their accounts, viz:

| Name. | Rank. | Vessel. |
|---|---|---|
| S. S. Davis | Acting assistant paymaster | U. S. S. Siren. |
| George W. Beaman | Acting paymaster | Mississippi Squadron. |
| Joseph S. Harvey | Acting assistant paymaster | Do. |
| W. A. Gale | do | Do. |
| Hugh Nott | do | Do. |
| T. F. Croft | do | Do. |
| William Holland | do | Do. |
| Benjamin Page | do | Do. |

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

CHIEF OF BUREAU OF NAVIGATION AND OFFICE OF DETAIL,
*Washington, D. C.*

---

*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *August 12, 1865.*

SIR: The following-named officers were this day detached from vessel and squadron and given permission to await at their residences the action of the Department, viz:

| Name. | Rank. | Vessel. | Residence. |
|---|---|---|---|
| John Gregg | Acting ensign | Brown | Cincinnati, Ohio. |
| William H. Dobell | Acting master's mate | do | Do. |
| N. T. Brown | do | do | Newport, N. H. |
| B. F. Clark | Acting first assistant engineer | do | Keokuk, Iowa. |
| G. W. Hart | Acting second assistant engineer | do | Dikersburg [Dycusburg], Ky. |

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| Name. | Rank. | Vessel. | Residence. |
|---|---|---|---|
| G. M. Baker | Acting second assistant engineer | Brown | Allegheny City, Pa. |
| A. C. P. French | do | do | Rising Sun, Ind. |
| George H. Stevens | Acting carpenter | do | Willoughby, Lake County, Ohio. |
| J. H. Moses | Acting assistant surgeon | Siren | Milwaukee, Wis. |
| B. C. Wheeler | Acting ensign | do | Sandusky, Ohio. |
| J. W. Foster | do | do | New York City. |
| William H. English | Acting master's mate | do | Springfield, Ill. |
| O. G. Richey | Acting first assistant engineer | do | Care J. A. Brown, between Sidney and Liberty streets, St. Louis, Mo. |
| A. Courtway | Acting second assistant engineer | do | Cairo, Ill. |
| John Link | Acting third assistant engineer | do | Newport, Ky. |
| C. C. Cushing | Acting ensign | Tempest | Clinton, Mass. |
| William R. Cooper | do | do | La Purrer [La Pierre] House, Philadelphia, Pa. |

Acting Ensigns Cushing and Cooper were appointed for special duty on my staff; now absent on sick leave.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

CHIEF OF BUREAU OF NAVIGATION AND OFFICE OF DETAIL,
*Washington, D. C.*

---

*Report of Acting Rear-Admiral Lee, U. S. Navy, giving the list of officers transferred with the U. S. S. Red Rover.*

MOUND CITY, *August 12, 1865.*

SIR: I have this day transferred to Commodore John W. Livingston the U. S. S. *Red Rover* (hospital vessel), with her officers and crew. Below is the list of officers:

A. W. Pearson, acting assistant paymaster; J. J. Irwin, acting ensign; William Sprague, acting first assistant engineer; M. L. Gerould, acting assistant surgeon; R. G. Van-Ness, acting master's mate; Benjamin Nelson, acting master's mate; Thomas Finnie, acting second assistant engineer; Thomas McAllister, acting third assistant engineer; F. M. McCord, acting master's mate; C. S. Scanlan, acting master's mate; John C. Farnsworth, paymaster's clerk.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

CHIEF OF BUREAU OF NAVIGATION AND OFFICE OF DETAIL,
*Washington, D. C.*

---

*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, August 12, 1865.*

SIR: The following-named officers have this day been detached from the Mississippi Squadron and ordered to report to Commodore J. W. Livingston for further orders. These officers belong to the

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vessels put opposite their names, which vessels have been put out of commission and turned over to the commodore, viz:

| Name. | Rank. | Vessel. |
|---|---|---|
| M. Hickey | Acting master | Silver Lake. |
| W. C. Coulson | do | Moose. |
| J. C. Morong | do | Argosy. |
| J. Fitzpatrick | do | Siren. |
| S. B. Coleman | do | Naumkeag. |
| J. A. French | First-class pilot, commanding | W. H. Brown. |
| W. M. Barrett | Acting master's mate | Laurel (tug). |
| T. E. Davis | Acting third assistant engineer | Do. |
| Fayette Seavey | Acting second assistant engineer | Do. |
| Jno. M. Kelly | Acting ensign | Fern (tug). |
| J. Bumgarner | Acting master's mate | Do. |
| Jos. Stringer | Acting third assistant engineer | Do. |
| Jos. Werner | do | Do. |
| J. W. Hambrick | Acting ensign | Thistle (tug). |
| Alexr. Eltringham | Acting master's mate | Do. |
| Wm. P. Clugston | Acting second assistant engineer | Do. |
| Lewis B. Jones | Acting third assistant engineer | Do. |
| A. Donnelly | do | In charge of machinery of Naumkeag, Siren, and Brown. |
| C. R. Silvercahn | Acting second assistant engineer | In charge of machinery of Huntress, Silver Lake, Moose, Argosy. |
| D. Hiner | First-class pilot | Late acting fleet pilot. |
| Wm. Flye | Acting volunteer lieutenant, commanding. | In charge of tinclads in ordinary. |

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

CHIEF OF BUREAU OF NAVIGATION AND OFFICE OF DETAIL,
*Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving names of certain engineers detached from the squadron.*

MOUND CITY, *August 12, 1865.*

SIR: Acting Chief-Engineer Samuel Bickerstaff and Acting Second Assistant Engineer Richard Fengler were this day detached from the Mississippi Squadron, to take effect on the 15th instant, and ordered to proceed to Cincinnati, Ohio, and report to Chief Engineer C. H. Loring for duty on board the U. S. monitor *Yuma.*

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

CHIEF OF BUREAU OF NAVIGATION AND OFFICE OF DETAIL,
*Washington, D. C.*

---

*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *August 12, 1865.*

SIR: Lieutenant-Commander Robert L. May was this day detached from the U. S. S. *Tempest* and from the Mississippi Squadron and given permission to proceed to his residence in Bath, N. Y., and await the action of the Department.

Surgeon M. Bradley (acting fleet surgeon) was this day detached from the squadron, to take effect on the 15th instant, and ordered, as soon as he has settled up the unfinished business of the medical de-

partment of the squadron under his instructions, to report to Department for further orders, giving his address.

Fleet Paymaster John S. Gulick was this day detached from this squadron, to take effect on the 15th instant, and given permission, as soon as he has the unfinished business of the fleet paymaster's department settled up, to proceed to his residence at Princeton, N. J., and there report to the Navy Department for further orders, giving his address.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

CHIEF OF BUREAU OF NAVIGATION AND OFFICE OF DETAIL,
*Washington, D. C.*

---

*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding leave of absence granted certain officers of his command.*

MOUND CITY, *August 12, 1865.*

SIR: On the 25th day of April last a leave of absence for three weeks from the Navy Department was forwarded to Acting Ensign C. H. Slocum, of the U. S. S. *Lafayette.*

On the 30th day of November last Pilot James O. Canada,* of the U. S. S. *Forest Rose*, was granted by me thirty days' leave of absence, on recommendation of a board of medical survey.

Nothing has been heard of either of the above-named officers since. The address of Mr. Canada was Cincinnati, Ohio, and that of Mr. Slocum is not known.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

CHIEF OF BUREAU OF NAVIGATION AND OFFICE OF DETAIL,
*Washington, D. C.*

---

*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *August 12, 1865.*

SIR: The following-named officers have this day been detached from the Mississippi Squadron and ordered to report to Lieutenant-Commander Charles A. Babcock at Jefferson Reserve, Mo., for duty, viz:

F. T. Gillett, acting assistant paymaster; James N. Young, acting assistant surgeon; Thomas McElroy, acting master; W. Reid, acting carpenter; C. A. Schetky, acting ensign; W. T. Devlin, acting gunner; John Quevedo, acting gunner; Charles Earnshaw, acting gunner.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Rear-Admiral DAVID D. PORTER,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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* Found also Canida.

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to the commandant naval station, Mound City, turning over certain vessels.*

MOUND CITY, *August 12, 1865.*

COMMODORE: The following vessels are hereby turned over to the naval station, Mound City, out of commission: *Argosy, Brown, Huntress, Moose, Naumkeag, Siren, Silver Lake, Fern, Laurel, Thistle.*

Complete descriptive muster rolls of the men turned over with them for their care are herewith enclosed; their officers have been ordered to report to you, and a list of them has been sent to you.

Very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Commodore J. W. LIVINGSTON,
*Commandant Naval Station, Mound City.*

---

*Report of Acting Rear-Admiral Lee, U. S. Navy, giving list of officers transferred with the U. S. S. Tempest.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mound City, August 12, 1865.*

SIR: I have this day ordered the transfer to Commodore John W. Livingston of the U. S. S. *Tempest*, with her officers and crew. Below is a list of the officers, viz:

Robert Boyd, jr., lieutenant-commander; George Harvey, acting assistant surgeon; C. E. Merrifield, acting assistant paymaster; George W. Walker, acting chief engineer; C. B. Adams, acting first assistant engineer; W. M. Mix, acting second assistant engineer; William B. Richey, acting third assistant engineer; J. W. Cassell, acting third assistant engineer; H. C. Cochrane, second lieutenant, U. S. Marine Corps; J[ohn] C. Barr, acting ensign; A[mos] T. Bisel, acting ensign; A[lbert] S. Ludlow, acting ensign; George H. Grosvenor, acting master's mate; E. McDunn, acting master's mate; E. W. Perry, acting master's mate; John R. Hall, acting gunner; John M. Peabody, acting carpenter; Moses Kirkpatrick, first-class pilot; John H. Meeker, first-class pilot.

I have also thus transferred the *Volunteer* to the commodore, with her officers and crew. Below is her list of officers:

Joseph Watson, acting master; Lewis Kenny, acting ensign; Adolph H. Bocking, acting ensign; P. J. Stone, jr., acting assistant paymaster; William C. Mudge, acting master's mate; Peter Wagner, acting first assistant engineer; Jos. Greppin, acting second assistant engineer; O. Rosebush, acting third assistant engineer; Jacob Vitinger, acting third assistant engineer; Alex. W. Power, acting third assistant engineer; E. M. Hiner, first-class pilot; D. A. Hiner, first-class pilot.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Rear-Admiral DAVID D. PORTER,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving list of officers transferred with the U. S. S. Kate.*

MOUND CITY, *August 12, 1865.*

SIR: I have this day ordered the transfer to Commodore John W. Livingston of the U. S. S. *Kate*, with her officers and crew. Below is a list of her officers and crew:

George W. Rogers, acting volunteer lieutenant; Charles Ackley, acting master; James Ovatt, acting ensign; Henry N. Wells, acting ensign; W. H. C. Michael, acting ensign; John Scott, mate; George A. Gregory, mate; N. H. McGuire, acting assistant surgeon; E. H. Johnson, acting assistant paymaster; Charles Tistadt, acting first assistant engineer; E. M. Davis, acting second assistant engineer; A. C. Arnold, acting third assistant engineer; George W. Kenney, acting carpenter; Jesse Gray, first-class pilot; John R. Montgomery, first-class pilot.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Rear-Admiral DAVID D. PORTER,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

---

*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *August 12, 1865.*

SIR: The following-named officers have this day been detached from U. S. barge *Fitch* and Mississippi Squadron and given permission to proceed to their residences to await the action of the Department:

| Name. | Rank. | Residence. |
|---|---|---|
| Thomas M. Farrell..... | Acting master..... | Harlem, N. Y., care of John McLeod Murphy. |
| R. W. Alson..... | Acting ensign..... | 246 Brown street, New York. |

Lieutenant-Commander W. E. Fitzhugh was this day detached from the squadron and ordered to report to the U. S. district attorney at Springfield, Ill., as a witness in the case of the captured steamer *Cotton, jr.*, or *Mary T.*, and to report his address to the Department.

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Rear-Admiral D. D. PORTER,
*Chief of Bureau of Navigation and Office of Detail,*
*Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, giving disposition of remaining vessels of the Mississippi Squadron and proposing to haul down his flag.*

MISSISSIPPI SQUADRON,
*Flagship Tempest, Mississippi River, August 12, 1865.*

SIR: In conformity with the Department's orders of 29th July, I have, after putting out of commission the vessels of this squadron intended for sale and turning them over to Commodore Livingston, issued orders for turning over to him the remaining vessels, the *Tempest*, *Kate*, and *Volunteer*, and the hospital ship *Red Rover*.

My flag will be hauled down on the 14th instant.

My address will be Washington, D. C.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

*Report of Acting Rear-Admiral Lee, U. S. Navy, giving additional names of officers detached from the squadron.*

MOUND CITY, *August 13, 1865.*

Sir: The following-named officers have this day been detached from *Tempest* and squadron and given permission to await the action of the Department at their residences, their detachments to take effect on the 15th instant.

| Name. | Rank. | Residence. |
|---|---|---|
| A. Bryson | Commander | Fishkill, Dutchess County, N. Y. |
| F. J. Nalle | Lieutenant | Bridgeport, Montgomery County, Pa. |
| Richard Bates | Acting master | St. Louis, Mo. |
| R. S. Howell | Acting ensign | Cincinnati, Ohio. |
| John B. Pratt | ....do | Spencer House, Cincinnati, Ohio. |
| Sherwood B. Reed | Acting master's mate | Davenport, Iowa. |
| William Field | ....do | 178 Superior street, Cleveland, Ohio. |
| Charles E. Pelton | ....do | Erie, Pa. |

Very respectfully, your obedient servant,

S. P. LEE,
*Acting Rear-Admiral, Commanding Mississippi Squadron.*

Rear-Admiral D. D. PORTER,
*Chief of Bureau of Navigation and Office of Detail, Washington, D. C.*

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*Order of the Secretary of the Navy to Lieutenant-Commander Owen, U. S. Navy, to furnish information regarding the disposition of cotton captured during Yazoo River expedition.*

NAVY DEPARTMENT, *August 29, 1865.*

SIR: The Department is in receipt of communications from several sources concerning the cotton captured on the Yazoo River expedi-

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tion under your command in February, 1864. The number of bales adjudicated by the court as captured on that expedition is 207. The statements made to the Department give the number of bales actually captured as 3,000. Enquiries as to the disposition of the balance are being constantly made, and you will furnish the Department, without delay, whatever knowledge you may possess on the subject.

Very respectfully,

GIDEON WELLES,
*Secretary of the Navy.*

Lieutenant-Commander E. K. OWEN,
*Kaskaskia, Ill.*

---

*Explanatory report of Lieutenant-Commander Owen, U. S. Navy, regarding cotton captured during the Yazoo River expedition.*

KASKASKIA, ILL., *September 6, 1865.*

SIR: I have the honor to acknowledge the receipt of your communication dated 29th August. The number of bales of cotton actually captured by the naval forces under my command in the Yazoo River expedition in February, 1864, is 207 bales. The land forces, under the command of Colonel James H. Coates's regiment Illinois Volunteer Infantry, captured and hauled in from the interior a large number of bales of cotton, but how many I do not know. The chief quartermaster of the land forces, by directions of Colonel Coates, made a written statement to me of 632 bales of cotton, marked C. S. A., which, by General W. T. Sherman's letter of instructions to me, were to belong to the Navy as prize. The cotton was on board the transports belonging to the expedition and taken to Vicksburg and there taken charge of by the late Major-General James B. McPherson, U. S. Volunteers. He assured me that General Sherman's instructions should be carried out, and that all C. S. A. cotton should be delivered at Cairo, Ill., to Captain A. M. Pennock, U. S. Navy. I sent to Rear-Admiral D. D. Porter General Sherman's letter to me, as also the list of the 632 bales of cotton spoken of heretofore. I have not the slightest doubt but that the transports brought out as many as 3,000 bales, a very large number of which were undoubtedly C. S. A. bales. The 207 bales already spoken of is the only cotton the Navy captured and brought out of the Yazoo River in the expedition of January, February, and part of March, 1864.

I am, sir, very respectfully, your obedient servant,

E. K. OWEN,
*Lieutenant-Commander, U. S. Navy.*

Hon. GID. WELLES,
*Secretary of the Navy.*

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# OPERATIONS OF SUPPLY VESSELS.

## 1861–1865.



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# OPERATIONS OF SUPPLY VESSELS.

## 1861–1865.

***Supply and store ships and vessels engaged in supply duty, 1861–1865.***

**A. Houghton.**
**Addie M. Haines.**
**Adela.**
**Admiral.**
**Althea.**
**Ann S. Davenport.**
**Aries.**
**Arkansas.**
**Augusta Dinsmore.**
**Bermuda.**
**Blackstone.**
**Brandywine.**
**Circassian.**
**C. P. Williams.**
**Columbia.**
**Connecticut.**
**Courier.**
**David Faust.**
**Donegal.**
**Emma.**
**Fahkee.**
**Faith.**
**Fannie.**
**Fearnot.**
**Fort Morgan.**
**G. W. Poultney.**
**Honduras.**
**Hope.**
**Huntsville.**
**J. C. Kuhn.**
**John Lenthall.**
**Kensington.**
**Maggie Van Duser.**
**Mary Elizabeth.**
**Massachusetts.**
**Memphis.**
**Mount Vernon.**
**National Guard.**
**New Berne.**
**Nightingale.**
**Ocean Wave.**
**Oleander.**
**Paramount.**
**Queen.**
**Rachel Seaman.**
**Release.**
**Relief.**
**Rhode Island.**
**Sea Foam.**
**South Carolina.**
**Supply.**
**Tennessee.**
**Union.**
**Vanderbilt.**
**Vermont.**
**Victoria.**
**Vincennes.**
**Wilderness.**
**William Badger.**
**Wyandank.**

*Letter from Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Flag-Officer Armstrong, U. S. Navy, commanding navy yard, Pensacola, regarding stores.*

FLAGSHIP POWHATAN,
*Off Vera Cruz, [Mexico], November 23, 1860.*

SIR: By order of the Department I send the storeship *Supply* to Warrington Navy Yard for coal and other stores and send herewith requisitions on you for the same.

Fearing that the storeship might be detained for instructions from Washington, I forwarded a few days ago duplicates of the requisitions to the different bureaus, hoping they would be approved and sent to you by the time the *Supply* reached Pensacola.

I trust they have been approved and forwarded to you by the bureaus, and the storeship will be able to return to this place as soon as she can take on her cargo.

I am, very respectfully, your obedient servant,

G. J. PENDERGRAST,
*Flag-Officer, Commander in Chief Home Squadron.*

Flag-Officer JAS. ARMSTRONG,
*Commanding Navy Yard, Pensacola, Fla.*

P. S.—If any of the men belonging to the *St. Louis* now at the hospital have recovered, will you please send them by the *Supply* to the *Powhatan?*

G. J. PENDERGRAST.

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*Order of Flag-Officer Pendergrast, U. S. Navy, commanding Home Squadron, to Commander Walke, U. S. Navy, commanding U. S. ship Supply, regarding movements of that vessel.*

FLAGSHIP POWHATAN,
*Off Vera Cruz, November 25, 1860.*

SIR: You will proceed to Pensacola in the U. S. storeship *Supply* and report to Flag-Officer Armstrong.

You will then take in such coal and stores as he may be pleased to place on board and then return to this place as soon as you possibly can.

You will deliver on your arrival at Pensacola the package of requisitions to Flag-Officer Armstrong and receive such further instructions as he may be pleased to give you, remembering that your vessel is needed at this place without delay.

Very respectfully,

G. J. PENDERGRAST,
*Flag-Officer, Commander in Chief Home Squadron.*

Commander H. WALKE,
*Commanding U. S. Storeship Supply.*

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*Letter from commandant navy yard, Pensacola, to Lieutenant Slemmer, U. S. Army, commanding Fort Pickens, explaining withdrawal of U. S. ship Supply.*

COMMANDANT'S OFFICE, PENSACOLA NAVY YARD,
*Warrington, January 11, 1861.*

SIR: In reply to your communication of this date I have to state that the U. S. storeship *Supply* was sent to Fort Pickens by my order merely to convey the provisions you required and then to return to this navy yard. The *Supply* is not a vessel of war, and having been sent to this station for the special service of conveying stores and coal to Vera Cruz for the vessels of the Home Squadron stationed there, it is my duty to dispatch her to that port at the earliest moment practicable, in conformity with the orders I have received from the Navy Department, from which orders I can not deviate further. The steamer *Wyandotte* may be retained for the purpose of cooperating with you until further orders.

I am, sir, very respectfully, your obedient servant,

JAS. ARMSTRONG,
*Commandant.*

Lieutenant A. J. SLEMMER, U. S. Army,
*Commanding at Fort Pickens, Fla.*

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*Report of Commander Walke, U. S. Navy, commanding U. S. ship Supply, of intended departure of that vessel for New York, carrying paroled men from Pensacola navy yard.*

U. S. STORESHIP SUPPLY,
*Off Warrington Navy Yard, January 16, 1861.*

SIR: The U. S. navy yard at Warrington, Fla., having surrendered to the authorities of the State on the 12th January, I put to

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sea in tow of the steamer *Wyandotte*, and on the day following, as this ship had not received her cargo, I returned with the same under a flag of truce for the purpose of transporting the marines, seamen, and officers (on parole) who were destitute of pay or provisions to the North, from whence they had been employed. They had not received their pay for two or three months, and were entirely without means. I have taken on board all who have a claim on the Government for its protection, and intend to sail this morning for New York.

I leave the *Wyandotte* here under orders from Commandant Armstrong to render all the assistance he can to the United States troops that are now occupying Fort Pickens, "until the fort is surrendered." I shall transmit to you a descriptive list of the passengers, their employments, etc.

Trusting that my action in this matter may meet your approbation, I have the honor to be, sir, most respectfully,

Your obedient servant,

H. WALKE,
*Commander, U. S. Navy.*

Hon. ISAAC TOUCEY,
*Secretary of the Navy, Washington, D. C.*

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*Report of Commander Walke, U. S. Navy, commanding U. S. ship Supply, on arrival at New York, regarding conditions in Florida.*

U. S. STORESHIP SUPPLY,
*Navy Yard, New York, February 4, 1861.*

SIR: I have the honor to report the arrival of this ship nineteen days from Warrington [Pensacola] Navy Yard, and I beg leave most respectfully to explain the circumstances of my return to this port.

Two or three days previous to the surrender of the Warrington Navy Yard the officers and crew of this ship were zealously engaged day and night transporting military stores, provisions, and otherwise assisting in the defenses at Fort Pickens.

About 2 o'clock on the 12th January the navy yard was taken possession of by troops of Florida. As soon as the flags were struck I signalized to the *Wyandotte* (then underway) to bring off the marines to strengthen Fort Pickens. But being informed that they had laid down their arms, and that the navy yard and all the public property, with the hospital and forts (except Pickens), were captured by the militia of Florida, I put to sea in tow of the *Wyandotte* and anchored beyond the range of cannon shot. But I could not desert our officers and men, who were so suddenly deprived of their homes without pay or credit, and short of provisions, under such painful humiliation, without an effort on my part to relieve them. As this ship had none of her stores and but 260 tons of coal on board, barely sufficient for ballast, and being prevented from carrying out my orders at Warrington, I resolved to return to New York for the double purpose of obtaining the stores, coal, etc., required by the Gulf Squadron and of offering a passage to the officers, employees, seamen, and marines of the navy yard, who, being faithful to their allegiance, were considered prisoners of war on parole; and

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also to communicate the condition of affairs at Warrington to the Navy Department with all dispatch, as the United States mails to that place had for some time past been interrupted.

Fort Pickens is defended with about 100 men, who are provisioned for six months, and will resist any attack upon the fort by a force of less than 4,000 men. Troops were daily arriving by steamer from Mobile.

We transported all the powder from Fort Barrancas to Fort Pickens and destroyed all that was in the magazine at Fort McRee.

With the enclosed list of officers and crew of this ship I also send a list of the passengers and of the officers and seamen of our Navy who are reported to have joined the Florida Navy, who continue to occupy their quarters with the same rank they held in the U. S. Navy.

I reported the sailing of this vessel and the circumstances by letter to you from Warrington, but the mails not being reliable, I respectfully repeat the same in this report. I have the honor to be, sir,

Most respectfully, your obedient servant,

HENRY WALKE,
*Commander, U. S. Navy.*

Hon. ISAAC TOUCEY,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Commander Gibson, U. S. Navy, commanding U. S. ship Supply, to proceed on supply trip to Pensacola, Fla.*

NAVY DEPARTMENT, *February 25, 1861.*

SIR: The moment the U. S. storeship *Supply*, under your command, shall be ready for sea, you will proceed with her with the utmost dispatch to the offing at Pensacola and report on your arrival there to the senior commanding officer of the U. S. Navy present. After furnishing the vessels of the U. S. Navy off Pensacola with such provisions, etc., as they may require, you will return with the *Supply* to New York. Should your cargo be insufficient to meet the requirements of the vessels, you will, before proceeding to New York, repair to Key West for additional stores and return with them to the vessels off Pensacola.

I am, respectfully, your obedient servant,

I. TOUCEY,
*Secretary of the Navy.*

Commander ALEXANDER GIBSON,
*Commanding U. S. Ship Supply, New York.*

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*Order of the Secretary of the Navy to Lieutenant Fraley, U. S. Navy, commanding U. S. ship Release, for a supply trip to Florida.*

NAVY DEPARTMENT, *March 27, 1861.*

SIR: You will proceed with all practicable dispatch with the U. S. storeship *Release* under your command to the anchorage off Fort Pickens, Fla., and on your arrival report to the senior commanding officer of the U. S. Navy present. After distributing under his direc-

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tion your cargo of stores to the several vessels present, you will return with the *Release* to New York unless he shall require the further services of the vessel.

I am, respectfully, your obedient servant,

GIDEON WELLES,
*Secretary of the Navy.*

Lieutenant J. M. FRAILEY,
*Commanding U. S. Bark Release, New York.*

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*Order of the Secretary of the Navy to Captain Adams, U. S. Navy, senior officer off Pensacola, Fla.*

NAVY DEPARTMENT, *March 27, 1861.*

SIR: You are authorized to detain either the *Release* or the *Supply*, should you require the services of a vessel of that class.

I am, respectfully, your obedient servant,

GIDEON WELLES,
*Secretary of the Navy.*

Captain H. A. ADAMS,
*Comdg. U. S. Ship Sabine, Senior Officer, etc., off Pensacola.*

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*Report of Captain Adams, U. S. Navy, senior officer off Pensacola, of the arrival of U. S. ship Supply at that port.*

U. S. FRIGATE SABINE,
*Off Pensacola, April 8, 1861.*

SIR: I have the honor to inform you of the arrival yesterday of the storeship *Supply*, in twenty-two days from New York. As soon as the ships are provisioned I will send her back.

Very respectfully, your obedient servant,

H. A. ADAMS,
*Captain, Senior Officer Present.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Lieutenant Frailey, U. S. Navy, commanding U. S. bark Release, of arrival at Fort Pickens, Fla.*

U. S. STORE BARK RELEASE,
*Off Fort Pickens, May 4, 1861.*

SIR: In compliance with your instructions of the 27th March, 1861, I had the honor to inform you of my sailing from New York on the 5th ultimo, and now beg leave to report the arrival of this ship off this anchorage to-day after a rather lengthy passage of twenty-nine days.

* * * * * * *

I am, sir, very respectfully, your obedient servant,

JAS. MADISON FRAILEY,
*Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*



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*Report of Captain Adams, U. S. Navy, senior officer present off Pensacola, regarding movements of supply vessels.*

U. S. FRIGATE SABINE,
*Off Pensacola, May 12, 1861.*

SIR: I have the honor to inform you of the arrival of the store-ship *Release* at this anchorage on the 4th instant. The *Supply* sailed to-day for New York, with orders to touch at Tortugas and Key West and furnish provisions to the *St. Louis* and *Crusader*.

Very respectfully, your obedient servant,

H. A. ADAMS,
*Captain and Senior Officer Present.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Order of the Secretary of the Navy to Commander Smith, U. S. Navy, commanding U. S. S. Massachusetts, regarding duty for that vessel.*

NAVY DEPARTMENT, *May 16, 1861.*

SIR: When the steamer *Massachusetts*, under your command, is in all respects ready for sea you will proceed with her with all practicable dispatch to the Gulf of Mexico. On the way you will touch at Key West and proceed thence to Fort Pickens for the purpose of landing the munitions to be sent out in the *Massachusetts*.

Until the arrival of Flag-Officer Mervine in the Mississippi you will be governed by the instructions of the senior commanding officer in the Gulf, to whom you will report. The commandant of the navy yard at Boston will furnish you with a copy of the instructions relative to the seizure of privateers, etc., which the Department has directed him to give to each vessel sailing from the yard.

Before sailing you will transmit to the Department a muster roll of the *Massachusetts* and separate list of her officers.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander MELANCTON SMITH,
*Commanding U. S. S. Massachusetts, Boston.*

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*Report of Lieutenant Mullany, U. S. Navy, commanding U. S. ship Supply, of the return of that vessel to New York from Pensacola, Fla.*

U. S. SHIP SUPPLY,
*Navy Yard, New York, June 14, 1861.*

SIR: In obedience to instructions, a copy of which is herewith enclosed, I sailed from the anchorage off Pensacola the 12th ultimo, touching at Tortugas and Key West to deliver provisions to the *St. Louis* and *Crusader*, and have arrived at this port this morning in twelve days from Key West, bringing home twenty-four invalids from the fleet.

I have to call your attention to the accompanying report in relation to the conduct of Charles H. McCann. I have just received a letter

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from him and enclose a copy of it. He is now in confinement, where I shall keep him awaiting instructions in reference to his case.

I enclose a list of officers and crew attached to the *Supply*.

I am, sir, respectfully, your obedient servant,

J. R. M. MULLANY,
*Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, regarding distribution of supplies and the towing of the steamer Parkersburg.*

U. S. S. MOUNT VERNON,
*Key West, Fla., June 15, 1861.*

SIR: I have to report the return of the U. S. S. *Mount Vernon* to this port after towing the disabled steamer *Parkersburg* to Pensacola, Mobile, and off the different passes at New Orleans, delivering the fresh provisions in good order on board each vessel belonging to the squadron.

I have towed the *Parkersburg* 1,220 miles, encountering many difficulties by the way. Having accomplished my mission thus far, I can assure the honorable Secretary of the Navy that I have done all in my power under the circumstances to serve the interests of the Government, and I feel as much satisfaction in having delivered this disabled vessel in safety to the commanding officers at the different points above named as though I had taken the most valuable prize, and I trust the Department will approve of all I have done in relation to this matter.

I shall leave for the Chesapeake in obedience to my orders as soon as I can take in coal. The disabled vessel *Parkersburg* will be towed to New York by the steamer *Chesapeake*.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,
*Commander, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Commander Glisson, U. S. Navy, commanding U. S. S. Mount Vernon, of collision between that vessel and the steamer Parkersburg.*

U. S. S. MOUNT VERNON,
*Key West, Fla., June 17, 1861.*

SIR: I have to report that we sailed from this place on the morning of the 26th day of May for Pensacola with the steamer *Parkersburg* in tow and the steamer *Chesapeake* under convoy for Fort Jefferson, Tortugas.

In passing through the northern channel (after parting with the *Chesapeake*) the *Mount Vernon* grounded from amidship aft. The *Parkersburg* was drawing less water than the *Mount Vernon* and came in contact with us, damaging our port railing and the starboard bow of the *Parkersburg*. In grounding we lost about 10 feet of our

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shoe (which consists of a plank about 3 inches in thickness). The damage otherwise was very slight, not sufficient in any way to interfere with her efficiency for the present. The water being smooth at the time, we were enabled to haul off and proceed on our voyage with but little delay.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,
*Commander, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Letter from the Secretary of the Navy to the Postmaster-General regarding conveyance of mails.*

NAVY DEPARTMENT, *June 25, 1861.*

SIR: I have the honor to request that you will inform this Department when and by what conveyance the mails are sent to Key West, Fla., and also to Fortress Monroe, and whether the postage is to be prepaid; and if so, what amount in each case.

This information is desired to enable the Department to send its dispatches regularly, and to answer enquiries made of it by those having friends in the naval service.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Hon. M. BLAIR,
*Postmaster-General.*

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*Letter from the Secretary of the Navy to Flag-Officer Mervine, U. S. Navy, regarding measures for supplying coal and provisions to the blockading fleet.*

NAVY DEPARTMENT, *July 8, 1861.*

SIR: Three ships, averaging 1,200 tons each, have been purchased and will be immediately dispatched in succession to the Gulf, loaded with coal. They will be under your orders for the distribution of coal from Key West to the blockading vessels, as previously intimated.

The first one or two will sail in about ten days.

Two large sea steamers, the *Connecticut* and *Rhode Island*, have also been purchased for the purpose of carrying fresh supplies in ice, also paymasters' and forward officers' stores. They will, if not detained, run regularly and alternately from New York to the extreme limit of the blockading fleet, giving each vessel at sea the necessary supplies and stores, carrying out men and officers, and bringing home others who are condemned. They will touch at Key West for orders from yourself; but to insure regularity, it is very necessary that they should perform their circuit without detention or deviation except for some pressing necessity.

The *Rhode Island* will probably leave in ten days or a fortnight, to be followed by the *Connecticut*. Please notify the commanding

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officers under your command, and give early information to the Department of the wants of your squadron, that they may go forward by these vessels.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer WILLIAM MERVINE,
*Comdg. Gulf Blockading Squadron, Key West, Fla.*

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*Order of the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, regarding requisitions from vessels of his command.*

NAVY DEPARTMENT, *July 16, 1861.*

SIR: The storeship *Supply*, at New York, is to be dispatched with provisions, stores, etc., for the Atlantic Blockading Squadron, and you will be pleased to send to the Department requisitions from the several vessels in reach for such articles as they may need.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
*Commanding Atlantic Blockading Squadron,*
*Hampton Roads.*

---

*Order of the Secretary of the Navy to Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, to proceed on supply trip to Atlantic and West Gulf Squadrons.*

NAVY DEPARTMENT, *July 20, 1861.*

SIR: The *Rhode Island* will supply all vessels belonging to the Atlantic and Gulf Squadrons which she may fall in with south of Cape Hatteras, around to the extreme limit of Texas, giving them such stores as they may need, in moderate quantities, and will furnish fresh beef and vegetables for the officers and men not exceeding a regular supply for two days in going out. After supplying the last vessel on the outward trip the paymaster will estimate the quantity of fresh beef and vegetables remaining, and the commanding officers will direct the same to be apportioned and delivered as equally as possible to the different vessels which will probably need the supplies on the return trip. Moderate quantities of ice may be furnished to vessels without charge, care being taken that sufficient be kept to preserve the beef remaining.

You will perform this duty as rapidly as possible, touching at Key West both ways if necessary.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant S. D. TRENCHARD,
*Commanding U. S. S. Rhode Island, New York.*

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*Report of Lieutenant Frailey, U. S. Navy, commanding U. S. bark Release, regarding distribution of supplies in the Gulf Squadron.*

U. S. BARK RELEASE,
*Off Fort Pickens, July 26, 1861.*

SIR: I have the honor to report my return to this anchorage in two days from Pass à l'Outre, after performing a portion only of the duties assigned me by your order of the 9th July instant.

On the evening of the 11th July I left this port, and early on the following day reached the anchorage off Mobile, where I delivered to the *St. Louis* such provisions as she required, and again sailed in the afternoon, in company with her, she bound to Pass à l'Outre. The following day, while nearing the Chandeleur Islands, I communicated with the U. S. S. *Massachusetts*, Commander Smith, who was in pursuit of two vessels which appeared in the offing, one of which proved to be the coal vessel *Eliza Watts*, and which he afterwards towed in under N. Chandeleur, where I also anchored early the following morning.

In the evening of the same day, having completed her supplies, I took my departure for Pass à l'Outre, off which I arrived on the second day, but, having light winds and a strong easterly current, was driven by, to the southward and eastward, but fortunately fell in with the U. S. S. *Mississippi*, Captain Selfridge, who kindly took me in tow, proceeding to South West Pass, reaching there the same evening, which fortunate circumstance facilitated my movements greatly, as the light airs and calms prevailing afterwards would have prevented my reaching the anchorage for several days. On the 20th, having supplied the *Powhatan*, I left for Pass à l'Outre, which I reached on the following morning, and through the assistance of Commander Poor, of the *Brooklyn*, who came out and towed me in, I was enabled to enter the mouth of the river and anchor, while, without such assistance, I should doubtless have been delayed some days, as the *St. Louis*, which sailed from Mobile on the same day I left there, merely reached this port in advance of me one day and a half.

The *Powhatan* and *Brooklyn*, having both made heavy drafts for stores from the *Release*, some of which I deemed it proper to reduce in quantity, prevented my carrying out your further instructions to proceed and deliver stores to the U. S. S. *South Carolina*, at Galveston, as by such delivery I should have been left with an insufficient quantity of weight below to have enabled me, prudently, to have returned to the eastward. It is proper for me to state, also, that I learned from the master of the *South Carolina*, whom I met at the South West Pass, as I had previously learned from Commander Smith, on board the *Massachusetts*, that the *Massachusetts* and *South Carolina*, in addition to the supply for four months furnished them previous to sailing from Boston, an additional quantity of beef, pork, and bread, to the amount of 100 barrels each, had been furnished to both vessels. They, however, stand much in need of small stores and clothing, of which I had none to give.

Including 10¼ tons of salt water I have taken on board in casks, I have less than 50 tons weight below, which, at this season of the

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year, I deem insufficient for her safety, should bad weather have occurred during my absence, and which I trust may prove sufficient to exonerate me from any seeming neglect in the performance of the duty you assigned me. Accompanying I send a complete list of what stores remain on board the *Release*.

I have the honor to be, sir, very respectfully, your obedient servant,

JAMES MADISON FRAILEY,
*Lieutenant, Commanding.*

Flag-Officer WM. MERVINE,
*Commanding U. S. Naval Forces, Gulf of Mexico.*

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*Order of the Secretary of the Navy to Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, to proceed on supply trip to Atlantic and Gulf Squadrons.*

NAVY DEPARTMENT, *August 10, 1861.*

SIR: On the 23d instant you will proceed with the *Connecticut* under your command and will supply all vessels belonging to the Atlantic and Gulf Blockading Squadrons which you may fall in with south of Cape Hatteras, around to the extreme limits of Texas, giving them such stores as they may need, in moderate quantities, and will furnish fresh beef and vegetables for the officers and men not exceeding a regular supply for two days in going out.

After supplying the last vessel on the outward trip, the paymaster will estimate the quantity of fresh beef and vegetables remaining, and the commanding officer will direct the same to be apportioned and delivered as equally as possible to the different vessels which will probably need the supplies on the return trip. Moderate quantities of ice may be furnished to vessels without charge, care being taken that sufficient be kept to preserve the beef remaining.

You will perform this duty as speedily as possible, touching at Key West both ways if necessary.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander MAXWELL WOODHULL,
*Commanding U. S. S. Connecticut, New York.*

Communicate with Flag-Officer Stringham at Hampton Roads.

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*Report of Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, regarding distribution of supplies.*

U. S. S. RHODE ISLAND,
*Off Fort Pickens, August 12, 1861.*

SIR: I have the honor to report the arrival of this vessel, which left New York at noon on the 31st ultimo, acting under instructions of the Navy Department of the 20th, a copy of which is herewith en-

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closed. In conformity with these instructions the *Rhode Island* has supplied the following vessels with fresh provisions, stores, etc.:

Steam frigate *Wabash*, south of Cape Fear, August 3.
Steam frigate *Roanoke*, off Charleston, August 4.
Sloop of war *Vandalia*, off Charleston, August 4.
Steam sloop *Seminole*, off Charleston, August 4.
Steamer *St. Lawrence*, off Savannah, August 5.
*Jamestown*, off Fernandina, August 5.
Sloop *Macedonian*, off Key West, August 8.
Steamer *Crusader*, off Key West, August 8.
Sloop *Preble*, off Key West, August 9.
Steamer *R. R. Cuyler*, off Tampa Bay, August 10.
Steamer *Mohawk*, off St. Marks, August 11.
Steamer *Water Witch*, off St. Marks, August 11.
Steamer *Montgomery*, off Dog Island, August 11.
Steamer *Wyandotte*, off Santa Rosa, August 12.

A detachment of marines, consisting of 1 sergeant, 2 corporals, and 12 privates, have been transferred to the steamer *R. R. Cuyler;* also 1 sergeant, 2 corporals, and 10 privates to the steamer *Montgomery.* I have on board guards for steamers *South Carolina* and *Massachusetts.* The *Rhode Island* has ordnance articles for the following vessels: U. S. S. *Colorado*, U. S. S. *Mississippi*, U. S. ship *St. Louis.*

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
*Lieutenant, Commanding.*

Flag-Officer WILLIAM MERVINE,
*Comdg. U. S. Gulf Blockading Squadron, off Fort Pickens.*

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*Extract from instructions of the Secretary of the Navy to Flag-Officer Mervine, U. S. Navy, commanding Gulf Squadron.*

NAVY DEPARTMENT, *August 13, 1861.*

SIR:

* * * * * * *

If the storeship *Release* has not left your squadron, distribute her stores and send her to Boston. Keep the naval storekeeper at Key West informed of the wants of your vessels, and direct him to forward what supplies are needed.

The orders for the coal vessels now about leaving for Key West may be left with him.

Four coal vessels loaded, the *Fearnot* at Boston, *Pampero*, *Kuhn*, and *National Guard* at New York, will report at Key West. Each is armed with four guns.

* * * * * * *

Very respectfully, etc.,

GIDEON WELLES.

Flag-Officer WILLIAM MERVINE,
*Comdg. Gulf Blockading Squadron, Key West, Fla.*

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*Letter from the Secretary of the Navy to Flag-Officer Stringham, U. S. Navy, regarding the sailing of the U. S. S. Connecticut on a supply trip.*

NAVY DEPARTMENT, *August 19, 1861.*

SIR: The U. S. S. *Connecticut*, Commander Maxwell Woodhull, will sail from New York on the 23d instant to carry supplies to the blockading squadron.

Commander Woodhull has been directed to communicate with you at Hampton Roads, and the Department desires you will not detain the vessel longer than is actually necessary. She will carry any dispatches you may have prepared.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,
*Commanding Atlantic Blockading Squadron,*
*Hampton Roads, Va.*

---

*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, regarding transportation of mutinous soldiers from Hampton Roads to the Tortugas.*

U. S. S. CONNECTICUT,
*Hampton Roads, August 26, 1861.*

SIR: On my arrival here I received your communication of the 25th, directing me to take on board this vessel, for a passage to the Tortugas, as many of the state prisoners, mutinous soldiers, as could be accommodated.

This vessel is now crowded to her utmost capacity with cargo, and but sufficient space has been left for the comfortable accommodation of crew, officers, and passengers.

To take any great number would be extremely unsafe, even if abundant space existed, as the crew of the vessel is quite new, and, as yet, not being in that state of discipline as to be perfectly reliable, I think it not at all advisable to take a large number of these disaffected men.

I consequently, after consultation with General Wool, have arranged to take 50 of these men, a number quite as great as I have the means properly to guard and keep in subjection. Mr. Morgan, who has been on board the *Connecticut* during her passage from New York, has had full opportunity for observation, and he will tell you as to the condition of the vessel for accommodation and capacity and the use now made of them.

I am not even provided with a sufficient quantity of irons, and can not obtain them.

Very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Hon GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Commander Frailey, U. S. Navy, commanding U. S. bark Release, of cruise from Fort Pickens, Fla., to navy yard, New York.*

U. S. BARK RELEASE,
*Off Navy Yard, New York, August 30, 1861.*

SIR: In compliance with instructions from Flag-Officer William Mervine, bearing date July 30, 1861, a copy of which is herewith forwarded, I have the honor to report the arrival of the U. S. bark *Release* off this yard, having sailed from off Fort Pickens on the 2d and Key West on the 14th instant. Accompanying are copies of orders also from Flag-Officer Mervine in relation to two invalids from the U. S. S. *Colorado;* fourteen seamen and ordinary seamen from the U. S. S. *Niagara* and a soldier from Fort Pickens, whose terms of service had expired, all of whom I was directed to receive on board and convey to New York.

While in Key West I also received on board, as passengers to the North, First Lieutenant William M. Graham, U. S. Army, to join his regiment in the field, and Mr. William H. Ward, late lieutenant, U. S. Navy, and attached to the U. S. sloop *Macedonian.*

A portion of the stores, consisting of 101 barrels bread, 9,750 pounds, have been returned by me as unfit for issue, with a recommendation by the board of survey to be sold; as also 22 barrels dried apples and 65 boxes candles, for which there was no demand, the vessels of the squadron being well provided with the two latter articles.

I regret to inform you that the two invalids sent on board for passage to the North from the *Colorado*, viz, James Brown, seaman, and John S. Brum, ordinary seaman, have both departed this life after considerable suffering, the first named dying on the second day after leaving Fort Pickens, August 4, and the latter on the evening of the 25th instant. Their remains were committed to the deep with the usual ceremonies.

On the afternoon of August 14, the day I sailed from Key West, where I left at anchor the U. S. ships *Macedonian* and *Preble* and steamer *Crusader*, I experienced a very heavy gale from the eastward, which compelled me to bear up and run to the westward of Tortugas. It blew with great violence for upwards of forty hours. Since then light winds have generally prevailed until reaching Cape Hatteras, when the wind shifted to the northward and eastward and has blown from that direction at times quite fresh.

I also forward a list of the officers of the vessel, and am pleased to add that all hands are in the enjoyment of good health.

I have the honor to be, sir, very respectfully, etc., your obedient servant,

JAS. MADISON FRAILEY,
*Commander, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

*Officers U. S. bark Release.*—Commander James Madison Frailey; Lieutenant Joseph M. Bradford; Lieutenant Byron Wilson; Acting Master Samuel L. Clapp.

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*Report of Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, of arrival at New York from supply trip to West Gulf Squadron.*

U. S. S. RHODE ISLAND,
*Navy Yard, New York, September 2, 1861.*

SIR: I have the honor to report the return of this vessel, which sailed from this place on the 31st day of July in conformity with the instructions of the Navy Department, of the 20th day of July, with supplies for the blockading squadron. The *Rhode Island* reached Galveston, Tex., the terminus of the blockading vessels, on the 17th day of August, having supplied all the vessels found at the stations on the route there, and left Galveston on the afternoon of the same day on her return trip, supplying all the vessels fallen in with.

The *Rhode Island* touched at Key West on her way out and returning, and was detained there three days on the way back by coaling and in landing such stores—by direction of Flag-Officer Mervine—as were not required for immediate use by the Gulf Blockading Squadron.

It is a satisfaction to report to the Department that the fresh provisions held out well and were equally distributed. The last supplies were served out to the vessels off Charleston, at which point the steamer *Connecticut* was fallen in with on her outward trip. I am glad to state the general health of the officers and crew of this vessel to be good.

The engine and machinery of the vessel have worked well, and the steamer has proved in every respect a fine vessel.

I would respectfully refer the Department to the report of the chief engineer herewith submitted. Enclosed also abstracts of the outward and returning trips of the *Rhode Island*, with the dates and names of vessels supplied, and a list* of sick and invalids sent home from the blockading vessels and Fort Pickens.

The ship has been highly favored by weather and met with no interruptions in supplying the vessels by day or night, and upon the whole the trip may be regarded as a very successful one, the *Rhode Island* having supplied during her cruise over forty vessels.

I have the honor to be, sir, your obedient servant,

STEPHEN D. TRENCHARD,
*Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosures.]

U. S. S. RHODE ISLAND,
*New York, September 2, 1861.*

SIR: I would beg leave to make the following report in regard to the performance of the engine of this ship, and I take pleasure in saying that it has been most satisfactory, especially for a new engine. We have lost but forty minutes for repairs since leaving New York,

* Omitted.

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and the repairs needed now are but trifling. I regard the engine department as a complete success.

I remain, your obedient servant,

WM. P. DE SANNO,
*First Assistant Engineer in Charge.*

Lieutenant Commanding STEPHEN D. TRENCHARD,
*U. S. S. Rhode Island.*

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*Abstract of the outward trip of the U. S. S. Rhode Island, with date of vessels supplied.*

| Date. | Hour of arrival. | Name of vessel. | Location. |
|---|---|---|---|
| Aug. 3 | ..... | U. S. S. Wabash..... | 30 miles south Cape Fear. |
| 4 | 8 p. m..... | U. S. S. Roanoke..... | Off Charleston. |
| 4 | ..... | U. S. sloop Vandalia..... | Do. |
| 4 | ..... | U. S. gunboat Seminole..... | Do. |
| 5 | 7.30 a. m..... | U. S. gunboat St. Lawrence.. | Off Savannah. |
| 5 | 7.30 p. m..... | U. S. gunboat Jamestown..... | Off Fernandina. |
| 8 | 9.30 a. m..... | U. S. gunboat Macedonian.... | Key West. |
| 8 | 9.30 a. m..... | U. S. gunboat Crusader..... | Do. |
| 9 | 10 a. m..... | U. S. sloop Preble..... | Do. |
| 10 | 12.30 a. m..... | U. S. S. R. R. Cuyler..... | Off Tampa Bay. |
| 11 | 7.30 a. m..... | U. S. S. Mohawk..... | Off St. Marks. |
| 11 | 7.30 a. m..... | U. S. S. Water Witch..... | Do. |
| 11 | 2 p. m..... | U. S. S. Montgomery..... | Off Dog Island. |
| 12 | 5.30 a. m..... | U. S. S. Wyandotte..... | Off East Pass, Santa Rosa Island. |
| 12 | 1 p. m..... | U. S. flagship Colorado..... | Off Fort Pickens. |
| 12 | 1 p. m..... | U. S. flagship Santee..... | Do. |
| 13 | 1.30 p. m..... | U. S. S. Mississippi..... | Off Mobile Point. |
| 14 | 1.15 a. m..... | U. S. S. Massachusetts..... | Off Chandeleur Islands. |
| 14 | 9 p. m..... | U. S. sloop Brooklyn..... | Off Pass à l'Outre. |
| 14 | 9 p. m..... ..... | U. S. sloop St. Louis..... | Do. |
| 15 | 3 p. m..... | U. S. S. Niagara..... | Off South West Pass, Mississippi River. |
| 17 | 12.30 a. m..... | U. S. S. South Carolina..... | Off Galveston Bar. |
| 17 | 12.30 a. m..... | U. S. gunboat Wanderer ..... | Do. |

*Abstract of the returning trip of the U. S. S. Rhode Island, with dates of vessels supplied.*

| Date. | Hour of arrival. | Name of vessel. | Location. |
|---|---|---|---|
| Aug. 18 | 6 p. m..... | U. S. S. Huntsville..... | Off Atchafalaya Bay. |
| 19 | 2 p. m..... | U. S. S. Niagara..... | Off South West Pass, Mississippi River. |
| 20 | 9 a. m..... | U. S. sloop St. Louis..... | Off North East Pass, Mississippi River. |
| 20 | ..... | U. S. sloop Brooklyn..... | Off Pass à l'Outre. |
| 20 | 9.20 p. m..... | U. S. S. Mississippi..... | Off Mobile Bar. |
| 21 | 8 a. m..... | U. S. flagship Colorado..... | Off Fort Pickens. |
| 21 | 8 a. m..... | U. S. gunboat Wanderer..... | Do. |
| 21 | 7 p. m..... | U. S. S. Wyandotte..... | Off East Pass, Santa Rosa Island. |
| 22 | 11 a. m..... | U. S. S. Montgomery..... | Off Dog Island, near. |
| 22 | 12.40 p. m..... | U. S. S. R. R. Cuyler..... | Off Apalachicola. |
| 22 | 5.55 p. m..... | U. S. S. Mohawk..... | Off St. Marks. |
| 24 | 6.30 a. m..... | U. S. sloop Preble..... | Off Key West. |
| 24 | 6.30 a. m..... | U. S. frigate Santee..... | Do. |
| 24 | 6.30 a. m..... | U. S. gunboat Crusader..... | Do. |
| 24 | 6.30 a. m..... | U. S. ship Vincennes..... | Do. |
| 24 | 6.30 a. m..... | U. S. S. Key Stone State..... | Do. |
| 29 | 4 p. m..... | U. S. ship St. Lawrence..... | Off Savannah. |
| 30 | 10.30 a. m..... | U. S. S. Roanoke..... | Off Charleston. |
| 30 | 10.30 a. m..... | U. S. ship Vandalia..... | Do. |

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*Order of the Acting Secretary of the Navy to Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, to proceed on special duty to the Gulf of Mexico.*

NAVY DEPARTMENT, *September 6, 1861.*

SIR: Upon receipt of the public dispatches from the Department, which will be delivered to you by a special messenger, you will proceed, with the U. S. S. *Rhode Island* under your command, direct to the Gulf of Mexico, reporting yourself immediately to Commodore Mervine and placing your vessel at his disposal.

In the performance of this duty your instructions will not be diverted or interfered with by any senior officer to yourself whom you may fall in with prior to meeting with Commodore Mervine.

I am, respectfully, etc.,

G. V. FOX,
*Acting Secretary.*

Lieutenant Commanding S. D. TRENCHARD,
*Commanding U. S. S. Rhode Island, New York.*

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*Report of Flag-Officer Mervine, U. S. Navy, commanding Gulf Squadron, regarding movements of vessels.*

U. S. FLAGSHIP COLORADO,
*Off Fort Pickens, September 19, 1861.*

SIR:

* * * * * * *

I have to report the arrival at this anchorage of the coal ships *Nightingale* and *Pampero*.

The ships *John C. Kuhn* and *National Guard* report to me, the first from Key West and the second from Tortugas. I have ordered the latter vessel to report to Captain McKean at the South West Pass, and the former to the senior naval officer present at this anchorage.

I have the honor to be, very respectfully, your obedient servant,

WM. MERVINE,
*Flag-Officer, Commanding Gulf Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, regarding distribution of supplies and transportation of passengers and prisoners.*

U. S. S. CONNECTICUT,
*New York, September 28, 1861.*

SIR: I have the honor to report my return to this port to-day at 8 p. m. I have made the full round of both the blockading fleets and visited all the vessels composing them, going and returning, and agreeably to your instructions supplied the vessels with all they required.

I landed the 53 military prisoners, taken on board at Hampton Roads, at the Tortugas in good health and in a contrite state of mind.

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the men behaving remarkably well throughout the voyage, and from what I could learn as to their feelings regarding the punishment meted to them I believe they acquiesced in the justice of it, and assert their loyalty and willingness to fight again for the flag should they be called upon at any future time to do so.

I received on board, by order of Flag-Officer Mervine, from Fort Pickens the company of sappers and miners, United States Army, lately stationed at that point, consisting of 3 officers, 63 enlisted men, also 1 officer and 11 enlisted men, invalided; accompanying them are 9 prisoners of war, deserters from the rebel camp at Pensacola, all in charge of Captain Duane, who has his instructions from Colonel Brown as to their destination on arriving in New York.

I also received on board from the ships of the squadrons as passengers some 20 officers ordered home through instructions from the Navy Department; also a large number of discharged and invalided seamen belonging to the ships, respectively, some to be discharged and others destined for the naval hospital for medical treatment. Enclosed is a correct list of all the passengers, with their rank, giving the names of the vessels from which they were received.

I have on board two prisoners taken from a prize schooner captured by U. S. S. *South Carolina*, to be delivered to the U. S. marshal at New York, with the necessary instructions explaining particulars.

From the U. S. S. *R. R. Cuyler*, by order of Captain F. B. Ellison, I received 14 prisoners taken from the ship *Finland*, cut out of the port of Apalachicola, Fla., on the morning of the 27th of August by the boats of that vessel and afterwards burned. They all, previous to being transferred to the *Connecticut*, had the oath of allegiance administered to them, which they all cheerfully responded to, save one of their number, named James Lyon, who declined on the ground of being a British subject. I received no especial instructions with these men, but simply a letter from Captain Ellison directing me to receive them. I shall wait the order of the Department as to the future disposal of them.

By the enclosed abstracts of my voyage, out and returning, with the accompanying documents of the amount and kind of provisions issued to each vessel, may be judged the usefulness of this vessel to the blockading fleet and the great amount of work performed in a given time. You will find, for want of a condensing apparatus, I was delayed in my round trip three days, which ought not to continue, as the absence of that little useful contrivance is really an expense that should not occur. Had I had a condenser I could have kept the *Jamestown* on her station off Fernandina, which she was obliged to abandon and go in quest of water. The supply of water is limited and precarious, and consequently costly.

I enclose a list of the vessels boarded and examined on the voyage. I shall write again in a couple of days, giving a description of the blockade.

Very respectfully, your obedient servant,

M. WOODHULL,
*Commander.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington City, D. C.*

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[Enclosure.]

AUGUST 28, 1861.

*List of vessels boarded by U. S. S. Connecticut.*

August 28, 1861, off Cape Hatteras, latitude 35° 7′, longitude 75° 30′, boarded French brig ———, from Havana for Havre; papers correct and she was allowed to proceed.

Off St. Mary's, August 31, 1861, latitude 30° 22′, longitude 80° 50′, boarded supposed American schooner *Aigburth*, but flying English colors, from Matanzas for St. Johns, with molasses and fruit, having a register granted at Charleston, July —, 1861, by the English consul.

Off Tampa Bay, September 5, 1861, latitude 27° 2′, longitude 82° 44′, spoke fishing smack from Key West, and ordered the captain aboard with his papers; papers correct and she was allowed to proceed.

Off Tampa Bay, September 5, 1861, latitude 28° 3′, longitude 83° 6′, boarded fishing smack *S. W. Chipman*, of Key West; found papers correct and allowed her to proceed. Also overhauled the papers of another fishing smack from Key West; papers correct and allowed her to proceed.

Off Cape San Blas, September 7, 1861, Cape San Blas bearing about N. E. 20 miles, boarded bark *Ann Elizabeth*, of Philadelphia, from Ship Island to Key West; found papers correct and allowed her to proceed.

Off Cape San Blas, September 18, 1861, boarded schooner ———, of Key West, for Fort Pickens; found papers correct and allowed her to proceed.

On the western edge of the Gulf Stream, September 25, 1861, latitude 29° 47′, longitude 80° 8′, boarded brig *James Gray*, of Newburyport, from Manzanillo for Hamburg; found papers correct and allowed her to proceed.

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, regarding experimental trial of a new plan for preserving fresh meats.*

U. S. S. CONNECTICUT, *October 4, 1861.*

SIR: Doubtless you are aware the plan for preserving the fresh beef was a new and entirely untried one, on the grand scale attempted in this vessel. It consisted of what is called an ice and chill room, something in the style of a refrigerator on shore. I did not approve of it from the very first moment I saw it. I saw nothing but a great consumer of ice, without the corresponding amount of cold element promised from it. I did not believe it possible that 400 quarters of beef hung on hooks and stowed together as close as possible, that the cold air, if even ever so abundant, could penetrate the mass sufficiently to preserve it. I believe that the constant motion of this immense mass would of itself produce a latent heat, impossible to be overcome by any amount of chilled air around it, and thus be the cause of its own destruction. I made every effort to prevent this great mistake, but Commodore Breese said my opinion was wrong, and that he had adopted this as the best plan extant. I had, of

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course, nothing to say, but I did cause the two small ice houses stowed in the usual manner under my own eye, thus, a layer of ice, then one of beef, and so on, till the houses were filled completely. I then had the doors strongly secured and locked, and I was determined to make them the test of the two principles.

We started from New York with everything stowed, say 59,000 pounds of beef, with 125 tons of ice in all, just about 4 pounds of ice to 1 pound of beef, no allowance being made for shrinkage, the quality of the ice, nor indeed anything. My orders from the Department were to the effect that I must furnish the fresh beef to all vessels I met with, and supply them with a reasonable amount of ice, always taking care to keep sufficient of that valuable article on board to preserve my remaining cargo, etc. I did not commence using it till off Charleston, when I was astounded to find that the waste in the main ice house over the chill room was already equal to 25 per cent, in fact the ice had shrunk over 20 inches; the beef came out looking well and without a particle of taint, and I thus continued till I got to Fort Pickens. Then for the first time decay made its appearance. I succeeded, however, going to the westward, in furnishing all the ships for their rooms with good sound meat, but at a frightful sacrifice of tainted quarters of beef before I could get what was proper to send. By the time I got to Galveston I gave up the chill room in despair; everything was gone, or appeared to be, beyond my power to preserve. I then, on my return trip, fell back on the side ice houses stowed in the usual manner, under my own inspection. Everything was found perfect on opening the doors, the ice had shrunk but a few inches, and had frozen almost in a compact mass. The beef was in fine, healthy order, and I was therefore compelled to furnish the last vessel of the Atlantic blockade from what was left.

The loss sustained by the Government in this experiment, the humane purpose of the Department in furnishing ice was particularly defeated, and would have totally failed had I not interfered in time to have a portion of the beef and ice stowed in the side ice houses. I feel this explanation is necessary for my own vindication; besides, I want the blame placed on the right parties. There was not a practical man who saw this contrivance who did not condemn it. I hope the proof of its insufficiency is now too completely tested to continue it longer in this vessel. I would also say the quantity of beef sent is out of all kind of proportion to what was at the time really required. I should think from thirty-five to forty thousand of beef would be sufficient for all demands, and that should be stowed between layers of ice. Ice seeming to be of all things most acceptable in that burning climate of the Gulf, nothing seems to act so quickly in raising the spirits of the healthy and restoring vigor to the feeble and broken-down men, victims of the excessive heat of the climate. I would suggest, if it is possible, more ice than just sufficient should be sent, so that a liberal share be given to each ship.

All of which I have the honor to lay before you for your consideration.

Yours, respectfully, etc., M. WOODHULL.

Hon. G. WELLES,
*Secretary of the Navy.*

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[Telegram.]

NAVY DEPARTMENT, *October 7, 1861.*

The store vessel *Courier* will go with you instead of to Hatteras.

G. V. FOX,
*Assistant Secretary.*

Captain S. F. DU PONT,
*Astor House, New York.*

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*Order of the Secretary of the Navy to Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, for a supply trip to the extreme limit of the squadrons.*

NAVY DEPARTMENT, *October 9, 1861.*

SIR: The moment the U. S. S. *Rhode Island* has her supplies on board and is otherwise ready for sea you will proceed with her along the coast to the extreme limit of our blockading squadrons, supplying, both on your outward and homeward passage, to each of the blockading vessels you may fall in with south of Hatteras such fresh provisions, etc., as can be spared. You will be governed in your course generally by the instructions given you on the 20th July last. You will touch at Hampton Roads to deliver any communications for that point and to receive any the flag-officer may wish to send south. You will also touch there on your return.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant S. D. TRENCHARD,
*Commanding U. S. S. Rhode Island, New York.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, requesting that deficiencies caused by furnishing other vessels with certain articles be supplied.*

U. S. S. CONNECTICUT, *October 9, 1861.*

SIR: Believing this vessel was intended by the Department to be useful to the blockading fleets in the fullest sense of the word, I therefore executed my instructions not only to the letter, but in the spirit doubtless it was intended.

I therefore supplied all the wants of the different ships I encountered with all they required; if the articles wanted were not included in the general store list, I furnished the deficiency from the stores of the *Connecticut.* I did not allow my private wishes or convenience to weigh where the public good was in question.

In carrying out the above views I did not hesitate to partially disarm my own ship by giving my rifle gun to Commander Smith, then blockading Ship Island; also my spare anchor, and all my buoys. I furnished many of the vessels from my own fit out with medical stores. I gave small arms and howitzer, with full allowance of munitions, to the schooner *Wanderer;* also transferred 15 of my crew to the *Colorado* to complete her complement; in fact, depleted my own outfit and resources to such an extent [that] my efficiency as a cruiser is greatly impaired.



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May I hope my deficiencies from these causes may be renewed to me upon requisition.

I hope the Department will approve of my course, or at least not condemn my action in the premises, under the circumstances stated.

I have the honor to be, most respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington City.*

[Endorsement.]

Course approved. He should and probably did take receipts, and his requisitions for deficiencies will be responded to. [W.]

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*Order of the Secretary of the Navy to Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, for transportation of rifled gun to West Gulf Squadron.*

NAVY DEPARTMENT, *October 11, 1861.*

SIR: You will receive on board the steamer under your command, for conveyance to Flag-Officer McKean, one 80-pound rifled gun on carriage and 200 solid IX-inch shot.

In the absence of Flag-Officer McKean, or orders from him, you will carry them to the Head of the Passes of the Mississippi River, should a battery have been established there previous to your arrival.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant Commanding S. D. TRENCHARD,
*U. S. S. Rhode Island, Hampton Roads.*

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*Abstract of the outward trip of the U. S. S. Rhode Island, sailing from New York October 13, 1861, with dates of vessels supplied.*

| Date. | Hour of arrival. | Name of vessel. | Location. | Nature of supplies. | Value. |
|---|---|---|---|---|---|
| Oct. 16 | 5:30 p. m.. | U. S. S. Cambridge.... | S. of Cape Lookout, 13 miles. | Fresh provisions..... | $47.10 |
| | | | | Small stores..... | 3.96 |
| | | | | Clothing..... | 245.50 |
| Oct. 17 | 8:20 a. m.. | U. S. S. Young Rover. | ..... | Fresh provisions..... | 32.90 |
| Oct. 17 | ...do..... | U. S. sloop Jamestown. | ..... | .....do..... | 59.53 |
| | | | | Small stores..... | 27.18 |
| Oct. 18 | 8:30 a. m.. | U. S. frigate Sabine.... | 8 miles S. E. of Georgetown light. | Fresh provisions..... | 98.93 |
| | | | | Navy rations..... | 424.80 |
| Oct. 18 | 5 p. m..... | U. S. S. Monticello.... | 11 miles S. E. of Charleston light. | Fresh provisions..... | 35.87 |
| | | | | Shells, ammunition, etc. | 826.85 |
| Oct. 18 | ...do..... | U. S. frigate Roanoke.. | .....do..... | Fresh provisions..... | 156.50 |
| | | | | Small stores..... | 33.65 |
| Oct. 18 | ...do..... | U. S. S. Flag..... | .....do..... | Fresh provisions..... | 21.68 |
| Oct. 19 | 6:50 a. m.. | U. S. S. Savannah..... | 7 miles E. by S. ¼ S. from Savannah light. | .....do..... | 73.10 |
| | | | | Small stores..... | 149.22 |
| | | | | Clothing..... | 182.40 |
| Oct. 22 | 1 a. m..... | U. S. ship Fearnot..... | At Key West..... | Fresh provisions..... | 6.75 |
| Oct. 22 | ...do..... | U. S. gunboat Wanderer. | .....do..... | .....do..... | 11.43 |
| Oct. 26 | 11:30 a. m. | U. S. S. Mohawk..... | 10 miles S. by E. ½ E. from St. Marks light. | .....do..... | 34.85 |
| | | | | Navy rations..... | 472.27 |
| Oct. 26 | 6:30 p. m.. | U. S. sloop Marion..... | 6 miles S. S. E. from Dog Island light. | Fresh provisions..... | 69.95 |
| Oct. 27 | 7:30 a. m.. | U. S. S. Montgomery.. | 8 miles S. W. by W. of St. George's light. | .....do..... | 32.50 |
| | | | | Navy rations..... | 617.33 |

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*Abstract of the outward trip of the U. S. S. Rhode Island, sailing from New York October 18, 1861, with dates of vessels supplied*—Continued.

| Date. | Hour of arrival. | Name of vessel. | Location. | Nature of supplies. | Value. |
|---|---|---|---|---|---|
| Oct. 28 | 11:30 a. m. | U. S. Frigate Colorado. | S. of Fort Pickens 4 miles | Fresh provisions | $201.50 |
| Oct. 28 | 4:15 p. m. | U. S. S. Mississippi | 6 miles S. S. E. of Mobile light. | do | 123.25 |
| | | | | Navy rations | 128.77 |
| Oct. 29 | 8:45 a. m. | U. S. frigate Potomac | 5 miles S. S. W. of Ship Island light. | Fresh provisions | 114.25 |
| | | | | Navy rations | 18.47 |
| Oct. 29 | do | U. S. S. Massachusetts. | do | Fresh provisions | 56.80 |
| | | | | Navy rations | 196.56 |
| | | | | 200 shot for Ship Island battery. | |
| Oct. 29 | do | U. S. ship Guard | do | Fresh provisions | 38.33 |
| | | | | Navy rations | 228.22 |
| Oct. 29 | do | U. S. schooner J. J. Jennin. | do | Fresh provisions | 6.55 |
| Oct. 29 | 8:45 p. m. | U. S. S. Water Witch | 3 miles E. of Pass à l'Outre entrance. | do | 34.63 |
| Oct. 30 | 8:45 a. m. | U. S. sloop Richmond | do | do | 147.75 |
| | | | | Navy rations | 1,232.30 |
| Oct. 30 | do | U. S. sloop Vincennes | 2 miles E. by S. of North-east Pass entrance. | Fresh provisions | 69.38 |
| | | | | Navy rations | 422.35 |
| Oct. 30 | do | U. S. S. R. R. Cuyler | | Fresh provisions | 58.78 |
| | | | | 160 shells | |
| Oct. 30 | 4 p. m. | U. S. frigate Niagara | S. W. Pass at its mouth. | Fresh provisions | 234.85 |
| | | | | Navy rations | 242.40 |
| | | | | Rifled gun and fixtures. | 2,194.20 |
| | | | | Ammunition, etc | 886.00 |
| Oct. 30 | do | U. S. S. South Carolina. | do | Fresh provisions | 74.23 |
| | | | | Navy rations | 95.52 |
| Oct. 30 | do | U. S. ship Kuhn | do | Fresh provisions | 18.93 |
| Nov. 1 | 3:45 p. m. | U. S. frigate Santee | 3 miles S. E. of Galveston Bar. | do | 362.08 |
| | | | | Navy rations | 2,163.61 |
| | | | | Small stores | 315.64 |
| | | | | Clothing | 928.50 |

*Abstract of the returning trip of the U. S. S. Rhode Island from the Gulf Blockading Squadron, with dates of vessels supplied.*

| Date. | Hour of arrival. | Name of vessel. | Location. | Nature of supplies. | Value. |
|---|---|---|---|---|---|
| 1861. | | | | | |
| Nov. 2 | 4 p. m. | U. S. sloop Preble | S. ¼ W. of Shell Key light 14 miles. | Fresh provisions | $66.65 |
| | | | | Small stores | 40.48 |
| Nov. 3 | 1:35 p. m. | U. S. frigate Niagara | South West Pass at its mouth. | Fresh provisions | 279.48 |
| Nov. 3 | do | U. S. ship Kuhn | do | do | 22.68 |
| Nov. 3 | do | U. S. S. South Carolina | do | do | 82.63 |
| Nov. 4 | 4:20 p. m. | U. S. frigate Niagara | do | do | 137.40 |
| Nov. 4 | 10:30 p. m. | U. S. sloop Vincennes | 2 miles E. by S. of North East Pass entrance. | do | 29.20 |
| Nov. 5 | 1 a. m. | U. S. S. Richmond | Pass à l'Outre | do | 52.10 |
| Nov. 5 | 10:15 a. m. | U. S. S. Massachusetts. | Ship Island, ½ mile from fort. | do | 17.06 |
| Nov. 5 | do | U. S. S. R. R. Cuyler | do | do | 20.43 |
| Nov. 5 | do | U. S. S. Mississippi | do | do | 47.08 |
| Nov. 5 | 7:45 p. m. | U. S. frigate Potomac | S. E. by S. from Mobile light 5 miles. | do | 64.70 |
| Nov. 5 | do | U. S. S. Water Witch | do | do | 15.40 |
| Nov. 6 | 6:40 a. m. | U. S. frigate Colorado | Off Santa Rosa Island 5 miles E. of Fort Pickens. | do | 77.15 |
| Nov. 7 | 2 a. m. | U. S. S. Montgomery | S. by W. West Pass, off Apalachicola. | do | 28.58 |
| Nov. 7 | 1:05 p. m. | U. S. S. Marion | 4 miles S. by E. of St. Marks light 10 miles. | do | 62.93 |
| Nov. 7 | 6 p. m. | U. S. S. Mohawk | | do | 21.55 |
| Nov. 9 | 3:30 p. m. | U. S. gunboat Wanderer. | At Key West | do | 15.93 |
| Nov. 11 | do | U. S. ship Pampero | do | do | 16.90 |
| Nov. 11 | do | U. S. S. Huntsville | do | do | 56.68 |
| Nov. 14 | 7:30 a. m. | U. S. S. Savannah | | do | 86.30 |
| Nov. 14 | do | U. S. S. Augusta | | do | 31.15 |
| Nov. 14 | 2 p. m. | U. S. S. Flag | Port Royal | do | 41.28 |
| Nov. 14 | do | U. S. S. Seminole | do | do | 25.53 |
| Nov. 14 | do | U. S. S. Unadilla | do | do | 26.58 |

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*Abstract of the returning trip of the U. S. S. Rhode Island from the Gulf Blockading Squadron, with dates of vessels supplied*—Continued.

| Date. | Hour of arrival. | Name of vessel. | Location. | Nature of supplies. | Value. |
|---|---|---|---|---|---|
| 1861. | | | | | |
| Nov. 14 | 2 p. m..... | U. S. S. Pocahontas... | Port Royal..... | Fresh provisions..... | $15.03 |
| Nov. 15 | ...do..... | U. S. frigate Wabash.. | .....do..... | .....do..... | 71.45 |
| Nov. 15 | ...do..... | U. S. S. Mohican..... | .....do..... | .....do..... | 4.15 |
| Nov. 15 | ..... | U. S. S. Alabama..... | .....do..... | .....do..... | 23.63 |

*Abstract of vessels spoken and boarded on the outward passage of the U. S. S. Rhode Island, sailing from New York October 13, 1861.*

| Date. | Name of vessel. | Where boarded. | Proceedings, etc. |
|---|---|---|---|
| Oct. 14, 12: 40 p. m.. | Steamer Virginia, Army transport. | Spoken lat. 37° 28′ N., long. 75° 27′ E., 12 miles W. of Hog Island. | Permitted the steamer to continue on her course for New York. |
| Oct. 15..... | Ship Isabella, of and for Baltimore and Rotterdam. | Boarded 16 miles SE. by S. of Cape Henry light. | Permitted her to continue her course after examining her papers. |
| Oct. 21, 12: 10 a. m.. | English brig Roseta, from Minatitlan. | Boarded 20 miles S. E. of Jupiter Inlet, Fla. | Examined her papers, informed her of the blockade of the southern coast, and permitted her to continue her course for London. |
| Oct. 25..... | American fishing schooner Aristides. | 15 miles W. N. W. of Tampa Bay, West Florida. | Seized for being 180 miles beyond the fishing limits of the manifest and sent to Key West and the seisure reported to the flag-officer commanding the Gulf Blockading Squadron. |

NOTE.—No blockading vessels fallen in with off St. Simons, Fernandina, or St. Johns on the outward or returning passages of the Rhode Island.

*Abstract of vessels spoken and boarded on the homeward passage of the U. S. S. Rhode Island from the Gulf Blockading Squadron.*

| Date. | Name of vessel. | Where boarded. | Proceedings, etc. |
|---|---|---|---|
| 1861. | | | |
| Nov. 4..... | American schooner Sam Stephen, from New Orleans. | Boarded 6 miles E. by N. of South Pass of the Mississippi. | Permitted this vessel to pass, she proving to be a prize to the U. S. S. Richmond, on her way to the U. S. frigate Niagara. |
| Nov. 7, 8: 30 a. m... | American schooner Elizabeth Bussell, from Key West. | Boarded off Apalachicola, West Pass light 6 miles distant. | This vessel having Army stores, etc., on board, and her papers found to be correct, permitted her to continue her course for Fort Pickens. |
| Nov. 9..... | Underwriters' schooner H. W. Johnson. | Spoken off Sand Key light. | Permitted her to continue her course. |
| Nov. 12, 8 a. m..... | Spanish brig Mariquita, from Havana. | Boarded 22 miles N.E. of Carysfort light. | Examined the vessel's papers, informed her commander of the blockade of the southern coast, and permitted him to continue his course for Barcelona. |
| Nov. 12, 11 a. m.... | American brig Mountain Eagle, of New York. | Boarded 15 miles E. by N. of Cape Florida light. | Examined the vessel's papers and found them to be correct; permitted her to continue her course to New York. |
| Nov. 12, 1: 30 p. m.. | U. S. S. Stepping Stones. | Lat. 26° 16′ N., long. 79° 48′ W., 20 miles from Florida coast. | |
| Nov. 12, 5 p. m..... | H. B. M. S. Steady..... | Lat. 26° 5′ N., long. 79° 40′ W., 25 miles from Florida coast. | Spoken, and she continued on her course to the southward and eastward. |
| Nov. 13, 8: 20 a. m.. | English bark Kate Lincoln, from Matanzas, and bound to Nassau. | Lat. 29° 35′ N., long. 79° 30′ W., boarded E. S. E. of St. Augustine. | Examined the vessel's papers and permitted her to continue her course for Nassau; informed the commander of the blockade. |

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*Report of Lieutenant Duncan, U. S. Navy, commanding U. S. S. Release, of arrival at Hampton Roads, Va.*

U. S. STORESHIP RELEASE,
*Hampton Roads, October —, 1861.*

SIR: I have the honor to report the arrival of the U. S. storeship *Release* from New York, October 15, 1861.

I am, very respectfully, your obedient servant,

J. M. DUNCAN,
*Lieutenant, Commanding.*

Flag-Officer L. M. GOLDSBOROUGH,
*Commanding Atlantic Blockading Squadron.*

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*Order of Flag-Officer Goldsborough, U. S. Navy, to Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, for the transfer of men.*

U. S. FLAGSHIP MINNESOTA,
*Hampton Roads, October 15, 1861.*

SIR: You will please transfer the men you have on board belonging to the *Cumberland* to the steamer *Powhatan.* The men belonging to the *Jamestown* you will deliver on board of that vessel as you pass down the coast.

Officers and men for the *Flag*, *Gemsbok*, and *Cambridge* will be sent on board of you from the *Minnesota*, whom you will receive and deliver on board of those vessels.

A quantity of ammunition will also be sent on board by the ordnance officer for the steamer *Monticello*, which vessel you will find off Charleston, S. C.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
*Flag-Officer.*

Lieutenant S. D. TRENCHARD,
*U. S. S. Rhode Island, Hampton Roads, Va.*

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*Order from commandant navy yard, New York, to Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, to pursue the C. S. S. Nashville.*

NAVY YARD, NEW YORK, *October 16, 1861.*

SIR: Please proceed with all dispatch to Bermuda in pursuit of the rebel steamer *Nashville*, which vessel on Saturday last ran the blockade from Charleston. If at Bermuda you obtain information of her, you will pursue and capture her. If no information is obtained of her, return immediately to this port.

Respectfully, your obedient servant,

SAML. L. BREESE,
*Commandant.*

Commander M. WOODHULL,
*Commanding U. S. S. Connecticut, New York.*

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*Report of Lieutenant Spotts, U. S. Navy, commanding U. S. schooner Wanderer, regarding affairs at Key West, Fla.*

U. S. SCHOONER WANDERER,
*Key West, October 23, 1861.*

SIR: Your communication of the 14th instant was received on the night of the 18th, and McClenan sailed on the morning of the 19th. The *Fearnot* was ordered by the Department to discharge her provisions, but not her coal. She had in 1,000 tons. She is leaking badly, but not enough to prevent her executing your orders, and as her commander informed me that he could take all the packages on your requisition that are in store here, I didn't detain him to discharge any portion of his coal, and all dispatch has been used to reload his vessel; but the *Rhode Island* having arrived yesterday morning, and without much detention I could coal her from the *Fearnot*, at the same time relieving the heavy weight in the lower hold of the ship, and she could take in provisions at the same time, I determined to coal her from that ship, at the request of Commander Trenchard, as he informed me that he could supply the immediate demands of the squadron with provisions. The delay of the *Fearnot* has not been more than 12 hours, and will be ready to sail to-morrow.

The *Keystone State* sailed from this port on the 16th instant with the prize steamer *Salvor*, which she captured on the night of the 14th with arms, negroes, etc., on board from Havana bound to Tampa.

The crew of the schooner *Laura*, that came here under flag of truce from the mainland, deserted her and have gone to the mainland. I have her in charge with several sailboats. The prizes that are here have not been condemned by the court. In obedience to an order from Flag-Officer Mervine, I transfer the accounts of the officers and men of this vessel to your paymaster.

I have only one officer, and I found it necessary to rate some of the crew to petty officers to carry on the duty more efficiently.

I have, however, only rated a small complement of petty officers—1 boatswain's mate, 1 officer's steward, 1 quartergunner, 2 quartermasters, 1 coxswain, 1 ship's cook, who cooks for officers and men. I hope you will approve of the above ratings, as I think it is necessary under the circumstances to have petty officers enough to keep a good lookout at night, as I have only one officer.

I have on board a coast pilot, C. P. Williams, transferred from the *Crusader* to this vessel and turned over to me by Lieutenant Commanding Breese as such. He was on the books of the *Crusader* and his name will be sent to the paymaster of the flagship, and if it receives this approbation of you, you can direct that his name may be placed on the books of the flagship. He has been receiving $60 per month, and as it is frequently necessary for me to shift my berth and occasionally to go out to the lighthouse, I think it will be cheaper to employ him than to take pilots as required.

I am, sir, very respectfully,

J. H. SPOTTS,
*Lieutenant, Commanding U. S. Schooner Wanderer.*

[Flag-Officer W. W. MCKEAN, U. S. Navy.]

P. S.—Enclosed you will find a communication from the American consul at Havana.

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Your communication to the consul at Havana I delivered to the consul-general, who arrived here in the *Rhode Island*.

I am, sir, respectfully, your obedient servant,

J. H. SPOTTS,
*Lieutenant, Commanding U. S. Schooner Wanderer.*

[Enclosures.]

UNITED STATES CONSULATE GENERAL,
*Havana, September 26, 1861.*

SIR: A letter from the U. S. consul at Paramaribo, dated 4th instant, recently received, advised me that the rebel steamer *Sumter* was supplied with provisions and coal at that place by permission of the authorities of that colony and sailed on the 31st of August. Two men of the crew deserted her and reported to the consul the important fact that her engines can not be run but a few hours, owing to their heating, and if any of our vessels should be in chase she must keep after the *Sumter* with the certainty of outrunning her in a few hours. She was expected to return to Paramaribo in a couple of weeks.

The consul further says at the last moment that he had just received the information that the *Sumter*, when a few miles outside, took down her smoke pipe and completely changed her rig, so as to give her the appearance of a common merchantman.

The *Bamberg*, of New Orleans, is now discharging her cargo at the wharf here, a portion of which consists of arms and other warlike articles. These are to be deposited in the Government stores by order of the captain-general.

I am, sir, respectfully, your obedient servant,

THOS. SAVAGE,
*Vice-Consul-General.*

The SENIOR OFFICER OF THE U. S. NAVY,
*Commanding at Key West.*

N. B.—The *Isilda* finally went in command of Emmerson, who was mate of the prize crew that took the *Jos. Maxwell* into Cienfuegos. Hicks, the *Sumter's* midshipman, and two other Southerners, formerly of the U. S. Navy, went as passengers on the *Isilda*.

N. B.—The schooner *Prince of Wales*, Captain Swasey, under British colors. arrived to-day from Beaufort, N. C.

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Memorandum of news, etc., from Key West.

The storeship *Fearnot* has to leave on the 25th with coal, stores, etc., for the Gulf blockading vessels.

The consul at Havana gave information to Major French, at Key West, about the 14th instant, that a steamer, formerly the *Salvor*, but now called the *N. C. Perry*, had sailed, having contrabands, arms, and ammunition on board, and clearing for Nassau, but the consul supposed was bound to Tampa Bay. This information was communicated immediately to Commander Scott, of the *Keystone State*, which had arrived the day before at Key West, and who proceeded at once to sea in pursuit of the steamer *Perry*, which was fallen in with and captured between the Dry Tortugas and Reluka [Rebecca] Shoal.

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The *Perry* was steering north, the course for Tampa Bay; arms, ammunition, etc., were found on board.

The *Keystone State* returned to Key West with the prize and sailed from that place the following day, 16th instant, for New York, with the prize in tow.

The steamer *Isabel* arrived in Havana from Charleston about the 19th or 20th instant, having on board ex-Senators Slidell and Mason, supposed to be en route to Europe.

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, urging the renewal of work upon the engine of that vessel.*

U. S. S. CONNECTICUT, *October 26, 1861.*

SIR: I have the honor to request that orders may be given to continue the work on the engine of my vessel, interrupted at the time of your hasty orders from the Department to proceed to sea without delay.

The work is of the utmost importance, as it would be unsafe to make a long voyage without having it executed.

I have the honor to be, very respectfully, your obedient servant,

M. WOODHULL.

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Flag-Officer McKean, U. S. Navy, to Acting Master Horne, U. S. Navy, commanding U. S. S. Nightingale.*

U. S. FLAGSHIP NIAGARA,
*Off S. W. Pass of the Mississippi, October 28, 1861.*

SIR: You will proceed in the U. S. storeship *Nightingale* under your command to New York, and immediately on your arrival report to Flag-Officer Breese, commandant of the navy yard.

The cargo of the *Nightingale* being of a combustible nature, you will anchor below the navy yard until you receive instructions from the flag-officer.

The enclosed communication you will hand to Flag-Officer Breese, or the commanding officer at the yard, immediately on your arrival.

I am, respectfully, your obedient servant,

W. W. MCKEAN,
*Flag-Officer, Commanding Gulf Blockading Squadron.*

Acting Master D. B. HORNE,
*Commanding U. S. Storeship Nightingale.*

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*Letter from the Secretary of the Navy to Flag-Officer McKean, U. S. Navy, referring to the disposition of the cargo of U. S. ship Supply.*

NAVY DEPARTMENT, *November 4, 1861.*

SIR: The storeship *Supply*, Lieutenant Commanding Colvocoresses, will sail from New York for Key West in a few days with stores for

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the Gulf Squadron, and you will please send instructions to her at Key West as to the disposition of her cargo.

* * * * * * *

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer WM. W. MCKEAN,
*Commanding Gulf Blockading Squadron.*

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*Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, to furnish information regarding the movements of U. S. ship Brandywine.*

NAVY DEPARTMENT, *November 4, 1861.*

SIR: Some days since the Department was informed by the commandant of the navy yard, New York, that the *Brandywine* * had sailed for Hampton Roads, but as yet has no intelligence that she has reached her destination.

Will you inform the Department whether or not she has arrived?

* * * * * * *

I am, respectfully, etc.,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH,
*Comdg. North Atlantic Squadron, Hampton Roads.*

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*Report of Flag-Officer Goldsborough, U. S. Navy, regarding the arrival at Hampton Roads of the U. S. ship Brandywine.*

U. S. FLAGSHIP MINNESOTA,
*Hampton Roads, November 6, 1861.*

SIR: I have the honor to inform the Department that the *Brandywine* arrived here on the 29th ultimo, and that the *Roanoke* arrived here on the 1st instant in a disabled condition.

* * * * * * *

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
*Flag-Officer.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Commander Shaw, U. S. Navy, commanding U. S. S. Montgomery, of supplies received by that vessel.*

U. S. S. MONTGOMERY,
*Off West or Main Pass, Apalachicola, Fla., November 7, 1861.*

SIR: I have the honor to report to you that the U. S. supply ship *Fearnot* arrived at this anchorage on the 6th instant. We have lost

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* Served as storeship with the North Atlantic Squadron.

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no time in procuring from her such supplies as she has been able to furnish. A requisition for 100 tons of coal was made, which could not be supplied. In the engineer's department we have received 3 barrels of lard oil. The U. S. S. *Rhode* Island arrived here this morning and sailed again, supplying us with 262 pounds of fresh beef, 3 barrels of potatoes, and 1 barrel of onions. The schooner *E. Russell*, from Key West, bound to Fort Pickens, arrived this morning and left us 2 turtles weighing 574 pounds, which has been receipted for to the captain of the schooner by paymaster of this vessel.

Very respectfully, your obedient servant,

T. D. SHAW,
*Commander.*

Flag-Officer W. W. MCKEAN,
*Commanding Gulf Blockading Squadron.*

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*Report of Acting Volunteer Lieutenant Eaton, Commanding U. S. bark Ethan Allen, regarding movements of that vessel.*

U. S. BARK ETHAN ALLEN,
*November 10, 1861.*

SIR: I have the honor to report to you that on my arrival at Key West, ascertaining that you were at Pensacola, I sailed thence after taking on board a supply of water; arrived there November 4, sailed 5th instant, and reached Pass à l'Outre, which I left the 9th. I received at Pensacola from Captain Bailey, of the *Colorado*, the dispatches and mail for the flagship which had been left there by the *Rhode Island*.

Left at Pass à l'Outre U. S. S. *Richmond* and sloop *Vincennes* and at Key West schooner *Wanderer* and storeship *Fearnot*, to sail same day, and I remain,

Respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Comdg. U. S. Bark Ethan Allen.*

Flag-Officer WM. W. MCKEAN,
*Commanding Gulf Squadron.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, regarding the transportation of passengers and prisoners.*

U. S. S. CONNECTICUT,
*At Sea, off Sandy Hook, November 10, 1861.*

SIR: I have the honor to enclose a list of passengers and prisoners who are now on board either by your order or permission.

On the prisoners coming on board I made enquiry at the commander's office for instructions as to the manner these persons ought to be treated. Captain Almy said it must be left to the discretion and judgment of the commander. Several commanding officers being present, the subject was generally discussed, but no decision was

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arrived at, save that the Department ought to give instructions that would be uniform in their bearing under all the circumstances relating to the general treatment of prisoners during this war, and not leave it an open question to be decided by the sympathy or prejudice entertained by the commanding officer at the time in charge of them. As the matter was left to my judgment, I determined on the course to be followed and embodied my view in a letter of instructions on the subject to the executive officer of this steamer, a copy of which I enclose.

One of the passengers, Lieutenant Edward Heaton, of the Army, came on board this morning, just before we sailed, with a request from Colonel G. Loomis to me to give him a passage to Fort Pickens. He was ordered per telegraph to proceed with all dispatch and consequently had not time to obtain the authority of the Navy Department. As this was the first opportunity for that locality, I assumed the authority of giving him a passage, which action on my part will meet, I hope, your approval.

We left our anchorage at 9 a. m. and proceeded directly to sea. The engines work splendidly. We are rather deep, a little more so than my last voyage, but I have no doubt we will go safely.

I am happy to inform you of the good health of the officers and crew.

I am, sir, very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, stating reasons for sailing without ferryboats for the South Atlantic Squadron.*

U. S. S. CONNECTICUT,
*Off Cape Henry, November 12, 1861.*

SIR: The sea is about as smooth as you have it ordinarily in the roads when a fresh breeze is prevailing. The wind is most favorable for the operation of taking the ferryboats to Commodore Du Pont's fleet, but it seems the commanding officers of them think differently from me. I can not and do not approve their determination to return. If the weather is not now suitable and everything else favorable it never will be these next coming six months. They have made their own selection and determined to return. They say their boats leak badly, and as the commanders appear unwilling to proceed farther, under the circumstances I could not press them to go.

I have therefore proceeded on my voyage in obedience to orders from the Department.

In haste, very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Flag-Officer L. M. GOLDSBOROUGH,
*Hampton Roads.*

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*Report of Flag-Officer Goldsborough, U. S. Navy, of departure of U. S. S. Connecticut from Hampton Roads, in company with U. S. steamers Whitehall and Shawsheen.*

U. S. FLAGSHIP MINNESOTA,
*Hampton Roads, November 12, 1861.*

SIR: The *Connecticut* arrived here yesterday and left again early this morning for the south. She took the *Whitehall* in tow and the *Shawsheen* in company, with directions to get them to Flag-Officer Du Pont's squadron if possible. I hope she may be successful, but I fear otherwise. If, however, either has to put back, Hatteras Inlet may afford a refuge; and even if either has to be abandoned while with the *Connecticut*, she can receive the crew on board. Fortunately, to-day the weather is very propitious.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
*Flag-Officer.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Letter from Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, to judge of district court, Key West, regarding the capture of British schooner Adeline.*

U. S. S. CONNECTICUT,
*At Sea, November 18, 1861.*

SIR: Yesterday (Sunday), at about 3 o'clock p. m., we fell in with a schooner under all sail, standing inshore on the starboard tack. We gave chase. When within half a mile of her the schooner hoisted English colors. I ordered her to be hove to, and boarded her. She proved to be the schooner *Adeline*,* of Nassau, being of American build and otherwise suspicious, besides being rather too much out of her direct course for her destination (said to be New York). I concluded to make an examination of her papers and letters. We found in possession of one of the nominal crew, a citizen of Georgia (although really the owner of the cargo), sufficient indications of her purpose of running the blockade. I therefore took her in charge, brought the crew on board the *Connecticut*, and placed an officer and prize crew on board. When we took possession of her at 3h 15′ p. m., Cape Canaveral bore W. S. W., 15 miles, in 18 fathoms water.

You will find among the papers and letters sufficient evidences of the intentions of those who were controlling her movements.

Consul-General Shufeldt can also furnish other evidences as to the positive destination of the schooner when she cleared from Havana.

Accompanying this you will find her papers and the letters above mentioned.

Very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Judge MARVIN,
*U. S. District Judge, Key West.*

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* For further mention of schooner *Adeline* see vols. 1, 6, 12.

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, of the capture of the schooner Adeline.*

U. S. S. CONNECTICUT,
*At Sea, November 18, 1861.*

SIR: Yesterday (Sunday), at about 3 o'clock p. m., we fell in with a schooner under all sail, standing inshore on the starboard tack. We gave chase. When within half a mile of her the schooner hoisted English colors. I ordered her to be hove to and boarded her. She proved to be the schooner *Adeline*, of Nassau, being of American build and otherwise suspicious, besides being rather too much out of her course for her destination (said to be New York). I concluded to make an examination of her papers and letters. We found in possession of one of the nominal crew, a citizen of Georgia (although really the owner of the cargo), sufficient indications of her purpose of running the blockade. I therefore took her in charge, brought the crew on board the *Connecticut*, and placed an officer and prize crew on board. When we took possession of her, at 3:15 p. m., Cape Canaveral bore W. S. W. 15 miles, in 18 fathoms water.

You will find among the papers and letters sufficient evidences of the intentions of those who were controlling her movements.

Accompanying this you will find the papers and the letters above mentioned.

Very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Judge MARVIN,
*U. S. District Judge, Key West.*

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*Letter from Commander Woodhull, U. S. Navy, to Major Hill, U. S. Army, regarding custody of prisoners captured in the schooner Adeline.*

U. S. S. CONNECTICUT,
*Key West, November 19, 1861.*

SIR: I captured in the schooner *Adeline* three persons, who, I think, should be carried to the North and retained as prisoners of war. One is a captain in the service of Georgia; the other is the master of the schooner and an old offender, who has been running the blockade for some time; the third person is a Bahama pilot, too well acquainted with our Southern coast to continue much longer at large. I find I must leave these men at this port, to be examined as witnesses, or I should keep them on board under my own care.

Will you do me the favor to take charge of these persons and retain them as prisoners in the fort until I return to reclaim them, permitting, however, the civil authorities, through the proper officials, to take their testimony?

Very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Major B. H. HILL, U. S. Army,
*Commanding Fort Taylor, Key West.*

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*Report of Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, of the distribution of supplies and the transportation of passengers and prisoners.*

U. S. S. RHODE ISLAND,
*Navy Yard, New York, November 19, 1861.*

SIR: I have the honor to report the return of the *Rhode Island* from the blockading squadrons. The steamer sailed from New York on the 13th of October ultimo, touched at Hampton Roads and Key West going out and returning, reached Galveston, the position of the last blockading vessel, on the 1st instant, and, after supplying her, left the same evening on the return passage. Flag-Officer William W. McKean, in the *Niagara*, was at the South West Pass of the Mississippi on the 4th instant, and intended leaving for Ship Island upon the arrival of the U. S. S. *Mississippi*, which was daily expected. The rifled gun received at Hampton Roads was placed on board the *Niagara* and the 200 IX-inch solid shot were landed at Ship Island by direction of Flag-Officer William W. McKean. Commander Smith, of the steamer *Massachusetts*, had commenced landing guns at Ship Island when the *Rhode Island* touched there on the 5th instant.

The *Rhode Island* touched at Port Royal to communicate with Flag-Officer Du Pont, and by his direction received from the U. S. frigate *Wabash* the officers and crew of the wrecked steamer *Governor*, for a passage North. The steamer *Connecticut*, on her outward passage, arrived at Port Royal on the 15th instant. The mails from the blockading squadrons for the Department were forwarded from Hampton Roads, supposing that they would reach their destination earlier than if taken and sent from New York.

The *Rhode Island* brings home, by order of Flag-Officer McKean, 30 boxes containing presents, sent by the Emperor of Japan to the U. S. Government by the U. S. steam frigate *Niagara*.

Abstracts of vessels supplied, boarded, and spoken, with lists of passengers, are herewith enclosed.

I have the honor to be, very respectfully, your obedient servant.

STEPHEN D. TRENCHARD,
*Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

*List of prisoners brought home by the U. S. S. Rhode Island from the prize sloop George B. Sloat.*

John C. Edwards, James Smyth, C. C. Ritchie, William Souter.

*List of prisoners brought home by the U. S. S. Rhode Island from the prize brig Delta.*

Sylvanus Taylor, George Davidson, William Roberts, Henry Martial, John Peake, Emanders Pablan, Antonio Gostander.

Very respectfully submitted by—

STEPHEN B. TRENCHARD,
*Lieutenant, Commanding Rhode Island.*

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*Letter from Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, to judge of district court, Key West, regarding capture of British schooner Zeland.*

U. S. S. CONNECTICUT,
*At Sea, November 21, 1861.*

SIR: We this day fell in with the English schooner *Zeland*,* of Clare, N. S. On hailing her and demanding where she was bound, answered she was bound to Nova Scotia, and immediately followed the exclamation, "What will you do with me?" She being so much out of her course and being rather near to the coast of Florida, I concluded to send her in. The log book looks queer, and an abstract of his daily runs of latitude and longitude show that he was well acquainted with his position, the defense to the contrary notwithstanding.

She is suspicious, also, as having cleared from (as her captain says) Havana, but can show no Spanish clearance or other custom-house official papers.

I send her in for adjudication, and enclosed you will find all her papers and log book; the abstract of her latitude and longitude I particularly call your attention to.

I am, sir, very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Judge MARVIN,
*U. S. District Judge, Key West.*

P. S.—When first seen she was standing to the northward and westward 83° 05′ W., 26° 22′ N.

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*Letter from the Secretary of the Navy to the Secretary of the Treasury, expressing opinion regarding the use of a sailing vessel for carrying supplies to the squadrons.*

NAVY DEPARTMENT, *November 22, 1861.*

SIR: I have the honor to acknowledge the receipt of your letter of the 18th instant, with enclosures from Sprague, Soule & Co., which is herewith returned, asking permission to send a sailing vessel instead of a steamer to supply the blockading squadrons. Although this Department would prefer that this matter should be performed by steamers, there seems to be no objections to allowing sailing vessels to be substituted.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Hon. S. P. CHASE,
*Secretary of the Treasury.*

* Afterwards released.

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*Order of Flag-Officer McKean, U. S. Navy, to Lieutenant Colvocoresses to report with the storeship Supply at Fort Pickens, Fla.*

U. S. FLAGSHIP NIAGARA,
*Off Port Pickens, November 25, 1861.*

SIR: You will proceed in the ship under your command without delay and report to me at this place.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
*Flag-Officer, Commanding Gulf Blockading Squadron.*

Lieutenant Commanding GEO. COLVOCORESSES,
*Commanding Storeship Supply.*

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*Letter from the Assistant Secretary of the Navy to Henry Hastings, regarding the charter of the Midnight.*

[Telegram.]

NAVY DEPARTMENT, *November 26, 1861.*

What will you charter the *Midnight* for, to go to the Gulf of Mexico with about 400 tons ordnance, freight, and troops, touching at Fortress Monroe? Destination probably Tortugas.

G. V. FOX,
*Assistant Secretary.*

HENRY HASTINGS,
*Boston, Mass.*

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*Order of the Secretary of the Navy to Acting Master Horne, U. S. Navy, commanding U. S. ship Nightingale, to proceed to duty.*

NAVY DEPARTMENT, *November 26, 1861.*

SIR: As soon as the U. S. ship *Nightingale*, under your command, has her stores on board and is otherwise ready for sea, return with her with all practicable dispatch to the Gulf of Mexico and report to Flag-Officer McKean.

I am, respectfully, etc., GIDEON WELLES.

Acting Master DAVID B. HORNE,
*Comdg. U. S. Ship Nightingale, New York.*

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*Report of Commander Colvocoresses, U. S. Navy, commanding U. S. ship Supply, of arrival at Key West, Fla.*

U. S. SHIP SUPPLY,
*Key West, December 1, 1861.*

SIR: I have the honor to announce the safe arrival of the *Supply* at this port.

I regret to state that on the evening of the 24th ultimo, while coming to an anchor off the Great Bahama Bank, the starboard cable parted and thereby we lost our best bower. I did my best to recover it by grappling for it two whole days, but to no purpose. I

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have no hesitation in saying that had the cable been a good one the accident could not have occurred. It was a very old cable, and I tried, when I joined the vessel, to have it condemned, but could not.

Since my arrival here I have received orders by the U. S. S. *Water Witch* from Flag-Officer McKean to proceed with the ship to Fort Pickens, and I shall sail to-morrow morning.

Very respectfully, sir, your obedient servant,

GEORGE M. COLVOCORESSES,
*Commander, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, to proceed on supply trip.*

NAVY DEPARTMENT, *December 2, 1861.*

SIR: When the U. S. S. *Rhode Island* is ready for sea you will proceed on your usual voyage with her to the blockading squadrons, touching at Hampton Roads both going and returning, and at all ports south in possession of the United States. On your return you will enter the port of Philadelphia instead of New York.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant STEPHEN D. TRENCHARD,
*Commanding U. S. S. Rhode Island, New York.*

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*Report of Flag-Officer McKean, U. S. Navy, regarding the sending to New York of sick and wounded soldiers by the U. S. S. Connecticut.*

U. S. FLAGSHIP NIAGARA,
*Off Fort Pickens, December 3, 1861.*

SIR: Colonel Harvey Brown, commanding Department of Florida, having requested a passage to New York in the steamer *Connecticut* for fifteen or twenty soldiers, principally sick and wounded, I have instructed Commander Woodhull to receive them on board.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
*Flag Officer, Commanding Gulf Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Flag-Officer McKean, U. S. Navy, to Captain Selfridge, U. S. Navy, regarding coal, etc., for the U. S. S. Mississippi.*

U. S. FLAGSHIP NIAGARA,
*Off Fort Pickens, December 5, 1861.*

SIR: Your communications of the 30th ultimo are received. I send the storeship *Pampero* to supply you with coal. You will fill up



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with coal with all possible dispatch, as it is highly important that the *Pampero* should return to Ship Island as quickly as possible. I am much surprised to find that you were in need of coal, as I understood you to say when at the river that you had nearly 400 tons, and supposed that with banked fires it would have lasted you much longer. Be pleased to make me a return of the daily consumption of coal on board your ship while blockading the Pass à l'Outre.

I will send you by the steamer *DeSoto* a 20-pounder rifled gun, with equipments complete, and 100 rounds of ammunition. Be pleased to have it taken on board as quickly as possible, as the *DeSoto* must not be detained. You will take also from the *DeSoto* a full supply of oil for the use of your ship.

The men referred to in your communication, if discovered, must be tried by a summary court-martial.

You will give duplicate receipts for the coal and oil, one of which is to be transmitted to me.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
*Flag-Officer, Commanding Gulf Blockading Squadron.*

Captain T. O. SELFRIDGE,
*Commanding U. S. S. Mississippi, off Pass à l'Outre.*

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*Letter from Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, to British vice-consul, Key West, regarding release of the captain and two men of the captured schooner Adeline.*

U. S. S. CONNECTICUT,
*Key West, December 9, 1861.*

SIR: Yours of this day's date has been received, asking the release of Captain Angus Smith, John H. McKenney,* and John Mooney, persons belonging to the prize schooner *Adeline*, captured by me on or about the 17th day of November last, stating your reason for this request that they are British subjects.

I had determined to take these persons to the North and deliver them to the custody of the U. S. marshal at New York, subject to the future orders of the U. S. Government, believing sincerely that the said persons were perfectly aware of the purpose and object of the voyage, and had a full knowledge of the consequences likely to ensue in case of capture, this transaction being clearly in violence of the express commands of her Majesty's Government.

However, as you have requested, I have so far reconsidered, and do modify my intention (upon advisement yesterday stated to you), as to agree to permit the liberation of the three persons above mentioned, upon the condition that they will give me their written promise not to again embark in a like enterprise, or interfere with the legitimate object of the U. S. Government in suppressing the wicked and causeless rebellion now unhappily existing in our once happy and prosperous country.

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* Found McHenry in vol. 12, p. 463.

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If you coincide with me, and will take the matter in charge and furnish me the said document, I will, on its receipt, release the parties you have interested yourself so earnestly for.

I have the honor to be, very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

R. W. WELCH, Esq.,
*British Vice-Consul, Key West.*

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*Report of Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, regarding the detention of the British schooner Phantom.*

U. S. S. RHODE ISLAND,
*Off Cape Fear, December 9, 1861.*

SIR: I have to report that last night, when 15 miles southeast of Cape Lookout, falling in with the British schooner *Phantom*, thirteen days from St. Johns, Island of Antigua, West Indies, upon the examination of her papers found that she had been boarded the day before by the U. S. S. *Mount Vernon*, informed of the blockade, and warned off, the vessel's cargo consisting of sugar and molasses, and she had cleared for New York. As the schooner was some 3 miles nearer shore than when boarded the day before by the *Mount Vernon*, is clipper built, and is evidently a fast sailing vessel, I deemed it to be my duty to take her in tow, proceed with her off Beaufort (which was near by), and confer with Captain Glisson, the senior blockading officer there, as to her disposition. After our arrival at Beaufort this morning Captain Glisson and myself proceeded on board the *Phantom*, and upon arriving there were met by her captain, who protested against the seizure of the vessel upon the ground of its having been calm from the time he had been warned off by the *Mount Vernon* up to the moment that the schooner had been boarded by the *Rhode Island*, and upon a critical examination of her log book it confirmed the captain's statement. Commander Glisson then decided, in consequence of its being calm, the vessel had only changed her position by drifting during the interval that she had been boarded by the two vessels. He directed me then to permit her to continue her voyage to New York. After supplying the vessels off Beaufort, the *Rhode Island* towed the *Phantom* out to nearly the position where boarded and permitted her to continue her voyage, the steamer proceeding on her course southward.

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
*Lieutenant, Commanding.*

Flag-Officer L. M. GOLDSBOROUGH,
*Commanding North Atlantic Blockading Squadron.*

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*Report of Commander Woodhull, U. S. Navy, explaining failure to deliver dispatches to U. S. bark Ethan Allen.*

U. S. S. CONNECTICUT,
*Key West, December 10, 1861.*

COMMODORE: I delivered all the dispatches you entrusted to my care, save that for the ship *Ethan Allen*. I arrived off the bar at

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Tampa Bay early in the evening and ran the *Connecticut* in 2½ fathoms water, making signals, and steaming around from point to point without seeing the *Allen* or attracting her attention. We wasted three hours in thus doing, without success. I then concluded to proceed on my voyage, my coals being short. This will be my explanation for the failure of delivering your dispatch to the said ship, but I have made arrangements to have them delivered by the *Rhode Island* on her outward trip.

On my arrival at Key West I learned that the *Ethan Allen* was lying within the bay at about 3 miles from the bar.

All of which is respectfully submitted.

Very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Flag-Officer W. W. McKEAN, U. S. Navy,
*Commanding Gulf Blockading Squadron,*
*Flagship Niagara, off Pensacola.*

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*Letter from Commander Woodhull, U. S. Navy, to Major Hill, U. S. Army, requesting the release of prisoners taken in the schooner Adeline.*

U. S. S. CONNECTICUT,
*Key West, December 10, 1861.*

SIR: Under advisement of Judge Marvin, I have concluded to liberate Captain Angus Smith, John H. McKenney, and John Mooney claimed by her Majesty's vice-consul as British subjects.

I do this not approving the act, but because advised to do so by the highest legal official authority in this port.

You will please, therefore, at your own convenience, discharge the said three prisoners from custody and permit them to go at large.

I shall retain Captain B. H. Hardee as a prisoner of war and take him to the North, to be dealt with as the U. S. Government may elect. Will you please deliver him to the officer who will hand you this.

Please accept my thanks for the courteous attention you have shown to my requests in this unpleasant matter.

Very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Major B. H. HILL, U. S. Army,
*Commanding Fort Taylor, Key West.*

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*Extract from report of Commander Shaw, U. S. Navy, commanding U. S. S. Montgomery, regarding efforts to secure coal.*

U. S. S. MONTGOMERY,
*Off Atchafalaya Bay, December 12, 1861.*

SIR: I have the honor to report that we arrived off this place on the 10th instant, all well. * * * I found on this station the U. S. sloop *Preble* and *Fearnot*, supply ship. I was in hopes of obtaining

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some coal from the latter vessel, but am unable to do so, as she is so light. The captain, however, will endeavor, if expedient, to give us 30 or 50 tons on his return from the *Santee*.

* * * * * * *

With great respect, I am, sir, your obedient servant,

T. D. SHAW,
*Commander.*

Flag-Officer W. W. MCKEAN,
*Comdg. U. S. Blockading Squadron, Gulf of Mexico.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, of arrival at New York and referring to capture of schooners Adeline and Zeland.*

U. S. S. CONNECTICUT,
*Brooklyn Navy Yard, December 17, 1861.*

SIR: I have the honor to report my arrival at this port after an absence of thirty-six days. During my voyage I have visited, going out and returning, all the vessels of the blockading fleets south of Cape Hatteras and in the Gulf, also entered Hampton Roads, Port Royal, and the Savannah River, communicating with all the flag-ships, and being the medium of keeping the communication open to the commanders of the different fleets and of the individual ships under their orders.

During the cruise we have overhauled some fourteen vessels in the Gulf and on the coast and ascertained their character and notified them of the existing blockade, a list of which I enclose. While thus pursuing this police duty I was so fortunate as to capture two prizes, both under English protection and flying the English flag. Both vessels were sent to Key West for adjudication. For the particulars of the captures I send you copies of my letters to the U. S. district judge at Key West. Among the persons on board the schooner *Adeline* (one of the above prizes) was a citizen of Georgia, Captain Hardee, commanding a company of artillery, now located in one of the forts near Savannah. He was connected with the *Adeline* as her supercargo, and by his own acknowledgment a bearer of dispatches from Messrs. Mason and Slidell, which documents he threw overboard a few moments before our boat boarded the schooner. I understand also that he is a nephew of Colonel Hardee, late of the U. S. Army, now a general of the rebel forces. He is of an influential family, who doubtless will use great exertion to obtain his release or exchange. Under these circumstances I determined to bring him North and place him in charge of the U. S. marshal at New York to await the further orders of the Government. It was also my desire to bring with me the captain of the *Adeline*, her pilot, and mate—"old offenders"—having by their own admission and other evidence satisfactorily proved that they have run the blockade several times before, but as they were claimed as British subjects by her Britannic Majesty's vice-consul at Key West, I did, by advice (though not by my own judgment) of Judge Marvin, conclude to liberate them, first, however, causing the said consul to furnish me their written, personal obligation, under oath, not to again embark in a like enterprise or

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interfere with the legitimate object of the U. S. Government in suppressing the rebellion. I recommend that Captain Hardee be retained as a prisoner of war.

One of the prizes, the schooner *Zeland*, captured off Tampa Bay, on being boarded, was found to be ballast laden. I think, however, as she had plenty of time to make way with the cargo, did so, during the interval of our first seeing her and on getting up with the schooner. I have no doubt in my mind but that she was endeavoring to get in one of the too many openings in the coast near the locality we found her, but being frustrated in the intention the captain devoted his spare time in putting on such an air of innocence which, I regret to say, took so well with the judge before whom his case was carried as to induce him to discharge her, although admitting at the time that the evidence was very strong against her.

The prize schooner *Adeline* was, however, condemned, and by order of the court to be sold, including her cargo, outfit, and apparel, for the benefit of those concerned. She contained a large quantity of coffee, sugar, lead, and a variety of other articles. On examination of the cargo, we found concealed a box of officer's fine swords, in number some thirty, which I declined to permit to be sold, and have retained them in my possession till the wishes of the Department are declared as to their disposition.

I would respectfully suggest that, as the majority of the captures made by our cruisers contain many of the articles in every-day use in the Navy and Army, and largely purchased at open market for immediate use, and consequently high prices, whether it would not be a great saving to the Government to have the coffee and sugar transferred at once to the Government stores; by law one-half the cargo of all the captures revert to Government. To make my views more clear, suppose that a cargo of coffee is taken and condemned, her invoices show its value to be 16 cents per pound. Now, if the Government take it at that valuation, and owning by law one-half, it is clear to perceive that this very necessary article of provision will stand chargeable at only 8 cents, the balance to be credited to whomever it may concern. This will prevent a sacrifice, bad management of prize agents, and be a real benefit and gain to the Government. I make this suggestion with the respectful desire to show the Department where a great saving might be effected, and also in view of the immense quantity of coffee and sugar now en route in captured vessels from the Gulf.

Accompanying this I also send you abstracts of my outward and return voyages. In this you will see the position as near as can be judged of every vessel prosecuting the blockade of the coast. I take great pleasure in stating to the Department that the blockade from Hatteras to Galveston is complete and thorough, save in one particular—Berwick Bay can not claim to be blockaded. The *Preble*, said to be attending to that duty, is too distant from the entrance of said bay (being 17 miles S. ½ W. of Shell Key light) even to make a pretense of guarding that important outlet of the commerce of New Orleans. I brought this matter to the notice of Flag-Officer McKean, who will doubtless take some order regarding it.

The health and spirits of the officers of the vessels generally is most excellent, all desiring to have a nearer and more intimate acquaintance with the enemy.

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I also send an abstract showing the kind and quantity of the supplies furnished each vessel visited.

I bring with me a large number of persons as passengers, sick, wounded, and prisoners, received from the different ships of all the blockading fleets and from Fort Pickens; a full and comprehensive list also accompanies this.

On the way to Hampton Roads, I regret to say, I had several cases of small-pox. I endeavored to have them landed at Fortress Monroe, fearing the consequence to the blockading vessels with which I had to communicate if retained on board the *Connecticut* and the disease should spread. I appealed to Flag-Officer Goldsborough for permission to do so, which he peremptorily refused. I therefore was compelled to proceed on my voyage with them, but am happy to inform the Department that owing to the precautions taken by my orders, such as isolating the sick from the crew by building a sick ward in the after part of the steamer, and not permitting the knowledge of this dreadful disease being on board promulgated, arrested its spreading.

I am happy to say that the officers and crew are now in full enjoyment of health.

I am, sir, very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington City, D. C.*

[Enclosures.]

***Vessels overhauled by the U. S. S. Connecticut, M. Woodhull, commanding.***

November 12, 1861, at 9:30 a. m., 25 miles S. S. E. of Cape Henry, prize bark *Providentia.*

November 12, 1861, at 4:15 p. m., 25 miles north of Cape Hatteras, prize brig *Delta*, of Liverpool, bound from Galveston to New York.

November 17, 1861, at 3:15 p. m., Cape Canaveral light-house bearing W. S. W., distant 15 miles, took as a prize, schooner *Adeline.*

November 21, 1861, at 2:30 p. m., latitude 26° 23′ N., longitude 83° 07′ W., took as a prize the schooner *Zeland*, of Clare, N. S. Sent her to Key West for adjudication.

November 24, 1861, at 4 a. m., brig *Delta*, with lumber for Fort Pickens, 15 miles from Pensacola.

December 11, 1861, at 6 a. m., hermaphrodite brig (American) *Timothy Field*, from Havana to New York.

December 11, 1861, at 9:30 a. m., prize bark *Empress*, from Delta, Miss., bound to New York; latitude 26° 27′ N., longitude 79° 50′ W.

December 11, 1861, at 10:35 a. m., bark *Bay State*, of Boston, from Havana, bound to New York, latitude 26° 55′ N., longitude 79° 50′ W.

December 11, 1861, at 1:20 p. m., American brig *Robert R. Kirkland*, from Cardenas, bound to Baltimore, latitude 27° 30′ N., longitude 79° 46′ W.

December 11, 1861, at 2:45 p. m., British bark *Kerlaw*, from Havana, bound to New York; latitude 27° 43′, longitude 79° 41′ W.

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December 11, 1861, at 5 p. m., Danish brig *Eloise and Mary*, from Coatzacoalcos to Plymouth.

December 14, 1861, at 2:45, schooner *Americus*, from Philadelphia to Port Royal—coal.

December 14, 1861, at 4:15, schooner *R. I. Mercer*, from Philadelphia to Port Royal, with coal.

December 15, 1861, at 7:50, schooner *Zouave*, of Mystic, bound to Key West from Mystic, 30 miles north of Cape Hatteras.

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*Abstract of the outward trip of the U. S. S. Connecticut, with dates of vessels supplied.*

| Date. | Hour of arrival. | Hour of departure. | Location. | Name of vessel. | Remarks. |
|---|---|---|---|---|---|
| 1861. | | | | | |
| Nov. 10 | ..... | 1 p. m. | ..... | ..... | Left Sandy Hook. |
| Nov. 11 | 1:15 p. m. | ..... | ..... | ..... | Arrived at Fortress Monroe. |
| Nov. 12 | ..... | 4 a. m. | ..... | ..... | Left Fortress Monroe. |
| Nov. 13 | 9:45 a. m. | ..... | Off Cape Fear, S. E. 30 miles. | U. S. bark Amanda | No supplies required. |
| Nov. 13 | 11:15 a. m. | ..... | Off Bald Head light 8 miles. | U. S. sloop Jamestown | |
| Nov. 13 | 11:15 a. m. | 1:30 p. m. | Off Bald Head light N. N. E. ½ E. | U. S. S. Monticello | |
| Nov. 14 | 7:30 a. m. | 9:40 a. m. | Off North Channel, Charleston Harbor. | U. S. sloop Susquehanna | Lying close in. |
| Nov. 14 | 10 a. m. | 10:30 a. m. | Off Main Channel, Charleston Harbor. | U. S. S. Alabama | Do. |
| Nov. 14 | 12:20 p. m. | ..... | Cruising off Charleston Harbor. | U. S. bark Gem of the Sea. | No supplies required. |
| Nov. 14 | 5:30 p. m. | ..... | Off Tybee light-house 10 miles. | U. S. sloop Savannah | Anchored and waited for pilot to go into Port Royal. |
| Nov. 14 | ..... | ..... | do. | U. S. S. Florida | |
| Nov. 15 | 9 a. m. | ..... | Port Royal Harbor | U. S. flagship Wabash and fleet. | Detained by flag-officer for pilot. |
| Nov. 16 | ..... | 12 m. | ..... | ..... | Left Port Royal. |
| Nov. 16 | 2 p. m. | 4 p. m. | ..... | U. S. S. Augusta and Florida. | |
| Nov. 19 | 7:30 a. m. | ..... | Key West | U. S. barks Anderson and Midnight, ship Pampero, and schooner Wanderer. | Took in 200 tons coal. |
| Nov. 20 | ..... | 5:30 p. m. | ..... | U. S. S. Huntsville | Left Key West. |
| Nov. 22 | 1:30 p. m. | ..... | Off St. Marks, in sight of light-house. | ..... | No vessel in sight. |
| Nov. 22 | 4:30 p. m. | ..... | Off Dog Island light-house 4 miles. | U. S. S. Mohawk | Stood in for west bar and anchored. |
| Nov. 22 | 6:15 p. m. | 8:30 p. m. | Off Dog Island light-house N. W. by W. 3 miles. | U. S. sloop Marion | Anchored at 11:40 p. m. |
| Nov. 23 | 8:40 a. m. | 11:30 a. m. | Cape St. George light-house E. 3 miles. | U. S. S. Hatteras | |
| Nov. 24 | 3 a. m. | ..... | Off Pensacola Bar | U. S. flagship Niagara and ship [National] Guard. | |
| Nov. 24 | ..... | 6 p. m. | ..... | U. S. sloop Richmond and steamer Montgomery. | |
| Nov. 24 | 10:40 p. m. | ..... | Off Mobile Bar | U. S. frigate Potomac and steamer Water Witch. | Left next morning at 9:45. |
| Nov. 25 | 2:30 p. m. | 12 m. | Off Ship Island | U. S. S. Massachusetts, Cuyler, and New London. | Supplied U. S. forces at the island. |
| Nov. 26 | 7:40 a. m. | 11:45 a. m. | Off Pass à l'Outre Bar 1 mile. | U. S. S. Mississippi and bark King Fisher. | |
| Nov. 26 | 12:45 p. m. | 1:40 p. m. | Off N. E. Pass Bar 2 miles. | U. S. sloop Vincennes | |
| Nov. 26 | 4:40 p. m. | ..... | Off S. W. Pass Bar 1 mile. | U. S. frigate Colorado and ship Fearnot. | Left next morning at 5 o'clock. |
| Nov. 27 | 3:35 p. m. | 12 m. | Off Barataria Bay | U. S. S. South Carolina. | |
| Nov. 28 | 9:45 p. m. | ..... | Off Sand Key light, S. by W. 17 miles. | U. S. sloop Preble | Waited from daylight until 9:45 a. m. |
| Nov. 29 | 8:30 a. m. | 3:10 p. m. | Off Galveston light, S. E. 5 miles. | U. S. frigate Santee | Homeward bound. |

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*Abstract of the return trip of the U. S. S. Connecticut, 1861, with dates of vessels supplied.*

| Date. | Hour of arrival. | Hour of departure. | Name of vessel. | Location. | Remarks. |
|---|---|---|---|---|---|
| 1861. | | | | | |
| Dec. 1 | 7:30 a. m.. | 11:30 a. m. | U. S. frigate Colorado.. | Off S.W. Pass S.W. by W. from light-house. | Arrived night before and laid by till morning. |
| Dec. 1 | ...do..... | ...do..... | U. S. S. South Carolina and ship Fearnot. | .....do..... | |
| Dec. 1 | 2 p. m..... | 3:50 p. m.. | U. S. sloop Vincennes.. | Off N. E. Pass..... | |
| Dec. 1 | 6 p. m..... | 12 m..... | U. S. sloop Mississippi. | Off Pass à l'Outre..... | |
| Dec. 2 | 8:30 a. m.. | ..... | U. S. S. Massachusetts and Cuyler. | Off Ship Island..... | |
| Dec. 2 | 4:20 p. m.. | ..... | U. S. S. Huntsville and frigate Potomac. | Off Mobile Bar..... | Left 3:20 next morning. |
| Dec. 3 | 7:30 a. m.. | ..... | U. S. S. De Soto..... | Off Pensacola..... | |
| Dec. 3 | ..... | ..... | U. S. storeship [National] Guard. | .....do..... | |
| Dec. 3 | ..... | 9:15 p. m.. | U. S. frigate Niagara.... | .....do..... | |
| Dec. 4 | 9:15 a. m.. | 11 a. m.... | U. S. S. Hatteras..... | Off Cape St. George... | |
| Dec. 4 | 2:50 p. m.. | 4:40 p. m.. | U. S. sloop Marion..... | Off Dog Island Light N. W. by N. 3 miles. | |
| Dec. 5 | ..... | 7:35 a. m.. | U. S. S. Mohawk..... | Off St. Marks..... | Arrived last night and anchored 7:50 o'clock. |
| Dec. 5 | 8:50 a. m.. | ..... | U. S. bark Ethan Allen | Off Tampa Bay, 4½ fathoms water. | Made signals until 9:45 p. m. |
| Dec. 7 | 1:05 a. m.. | ..... | U. S. S. Water Witch. | Off Key West..... | Anchored off Fort Taylor 1:05 a. m. |
| Dec. 7 | ..... | ..... | U. S. sloop Richmond. | .....do..... | |
| Dec. 7 | ..... | ..... | U. S. schooner Wanderer. | .....do..... | Took in coal. |
| Dec. 10 | ..... | 12:30 p. m. | U. S. storeship Supply. | .....do..... | Left Key West. |
| Dec. 11 | 11:15 p. m. | ..... | ..... | Off Fernandina..... | No vessel in sight. |
| Dec. 12 | 5:25 p. m.. | ..... | U. S. frigate Savannah. | Off Savannah Bar..... | Part of fleet inside. |
| Dec. 13 | 9:30 a. m.. | 5:15 p. m.. | U. S. frigate Wabash and fleet. | Off Port Royal..... | |
| Dec. 13 | ..... | ..... | ..... | Off Charleston..... | Could not get to the vessels on account of heavy gale. |
| Dec. 15 | 5 p. m..... | ..... | U. S. frigate Minnesota and fleet. | Off Fortress Monroe... | No supplies furnished. |
| Dec. 16 | ..... | 11 a. m.... | ..... | ..... | Left Fortress Monroe. |
| Dec. 17 | 6 a. m..... | ..... | ..... | ..... | Arrived at navy yard. |

*Order of Flag-Officer McKean, U. S. Navy, to Acting Master Lee, U. S. Navy, regarding distribution of coal.*

U. S. FLAGSHIP NIAGARA,
*Ship Island, December 24, 1861.*

SIR: You will proceed in the ship under your command without delay to St. Marks and supply the U. S. S. *Mohawk* with coal. From thence you will proceed to Apalachicola and supply the steamer *Hatteras* with coal; after which you will return to this place with all possible dispatch, and report to the senior officer present.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
*Flag-Officer, Commanding Gulf Blockading Squadron.*

Acting Master R. G. LEE,
*Commanding U. S. Coal Ship J. C. Kuhn, Ship Island.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, regarding dishonor to British flag by captain of schooner Jane Campbell.*

U. S. S. CONNECTICUT,
*Brooklyn Navy Yard, December 27, 1861.*

SIR: On the afternoon of the 26th it was reported to me that a schooner (said to be a prize), with the name "*Jane Campbell*, of Liverpool," painted on her stern, had just anchored and was displaying the English flag hoisted under the flag of the United States. I immediately ordered my boat and pulled alongside of the said schooner. I then explained to her captain (an acting master in charge) that we were not yet at war with England and that he was offering a needless and intentional insult to the English sentiments and respect for their flag, and directed him to remove it at once, which order he was so slow to comply with that I at once called on Captain Meade, of the *North Carolina*, and requested his interference. Captain Meade at once sent a peremptory order to haul down the said flags, and then and there put a stop to this disgraceful exhibition.

As it was a circumstance that would not brook delay, I assumed the authority which properly belonged to the officers of the yard. I hope my motive for irregularity in this matter will be my apology for thus anticipating their action in the premises.

I understand these flags, disposed as thus reported, were hoisted at the Sandy Hook and were thus flaunted in the presence of the French squadron and other foreign men-of-war in the harbor, besides the hundreds of British merchantmen at our docks then wearing their flags at half-mast in respect to the memory of Prince Albert.

All of which I have the honor to submit to your consideration.

Yours, respectfully,

M. WOODHULL,
*Commander.*

Flag Officer Hiram PAULDING,
*Commanding Brooklyn Navy Yard.*

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*Report of Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, announcing arrival at Hampton Roads from supply trip.*

U. S. S. RHODE ISLAND,
*Hampton Roads, January 16, 1862.*

SIR: I have the honor to report the arrival here of this vessel on her way to Philadelphia.

The *Rhode Island* sailed from New York on the 5th ultimo on her usual voyage to the blockading vessels, reaching Galveston, Texas, the position of the last vessels, on the 27th ultimo, touching "at all ports in possession of the United States" en route there, and leaving Galveston on her return the same evening.

Flag-Officer McKean, with the *Niagara*, remained at Ship Island on the 31st ultimo.

Early on the morning of the 1st instant an expedition under Commander Smith, with the steamers *New London*, *Water Witch*,

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and the captured steamer *Lewis*, with a detachment of seamen, left Ship Island for Mississippi Sound with a view of cutting out some schooners anchored off Biloxi. As one of the steamers was seen returning with some two or three schooners in tow when the *Rhode Island* was leaving, the impression was on board the *Niagara* that the expedition had proved successful.

On arriving off Fort Pickens at 3 p. m. on the 1st, Colonel Brown opened fire on the rebel steamer *Time*, which had attempted to land supplies at the navy yard. The fire from Fort Pickens was at once replied to by the batteries on the opposite side, and a brisk bombardment kept up until 6 p. m., when Fort Pickens ceased firing until between 10 and 11 p. m., when a few shells were thrown from it into the navy yard, setting fire to a line of storehouses recently built in the rear of the officers' quarters. The fire was so extensive that the reflection from it was seen at the distance of 35 miles seaward. The rebels continued firing at intervals during the night. Early on the morning of the 2d Fort Pickens fired a few shells, which not being responded to by the rebel batteries, the bombardment ceased.

No one was injured at Fort Pickens, and the loss on the opposite side had not been ascertained.

At the request of Colonel Brown a passage was given to 6 rebel deserters (prisoners) and 3 discharged U. S. soldiers from Fort Pickens.

The *Rhode Island* touched at Port Royal on her return, leaving there on the morning of the 12th. The steamer *Connecticut* arrived at Port Royal on the evening of the 11th.

Corporal William Toombs, of the Marine Corps (prisoner), was landed at Tortugas on the 19th December.

A heavy northeast gale was experienced, commencing on the 13th on Cape Lookout and lasting over thirty-six hours; this, together with thick weather, prevented communication at Hatteras Inlet, and tended to protract the passage to this port.

Eighty vessels have been supplied during the late voyage of the *Rhode Island*, being 24 more than the previous one.

The running time of the steamer, after taking off the additional stoppages and delays, compares very favorably with any of her previous trips.

I have the honor to enclose the usual abstracts required by the Department of the outward and returning trips of the *Rhode Island*, together with a list of supernumeraries, invalids, prisoners, and passengers from the blockading vessels and Fort Pickens.

I have the honor to be, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
*Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Enclosure.]

*Abstract of vessels spoken and boarded on the homeward passage of the U. S. S. Rhode Island from the Gulf Blockading Squadron.*

| Date. | Name of vessel. | Location. | Proceedings, etc. |
|---|---|---|---|
| 1862 | | | |
| Jan. 1 | 6:30 a. m., spoke bark J. W. Hall, from Boston, bound to Ship Island. | ..... | |
| Jan. 8 | 8:15 a. m., boarded American schooner Caleb Stetson, from Philadelphia, bound to Key West and Fort Pickens. | 20 miles east of Key West. | Examined the vessel's papers, found them to be correct, and permitted her to continue on her course. |
| Jan. 8 | 12:30 p. m., boarded American brig Armandale, from Camden, Me., bound to Key West. | Latitude 24° 40′ N., longitude 79° 55′ W. | Do. |
| Jan. 8 | 12:30 p. m., boarded American schooner N. B. Borden, from Havana, bound to Fall River. | Latitude 24° 40′ N., longitude 79° 55′ W. | Do. |
| Jan. 8 | Boarded American brig Alex Millifken, from Philadelphia, bound to Key West. | Off Sombrero light. | Do. |
| Jan. 9 | Boarded British bark Margaret, from Balize for Cork. | Latitude 26° 50′ N., longitude 79° 30′ W. | Examined the vessel's papers, found them to be correct, notified her commanding officer of the blockade, and warned her off. |
| Jan. 9 | 1 p. m., boarded British bark Iris, from Gulf Dover, bound to Liverpool. | Latitude 28° N., longitude 79° 40′ W. | Do. |
| Jan. 9 | Boarded Spanish brig Nuestra Senora del Carmen, from Havana, bound to Antwerp. | Latitude 27° 55′ N., longitude 79° 30′ W. | Do. |
| Jan. 9 | 5 p. m., British bark Ina, from Havana, bound to London. | Latitude 28° 27′ N., longitude 79° 38′ W. | Do. |
| Jan. 9 | 7:50 p. m., boarded American schooner Henry W. Moses, from Cardenas, bound to Boston. | Latitude 28° 43′ N., longitude 79° 40′ W. | Examined the vessel's papers, found them to be correct, and permitted her to continue on her course. |

Approved.

STEPHEN D. TRENCHARD,
*Lieutenant, Commanding.*

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*Letter from the Secretary of the Navy to the Secretary of the Treasury, regarding licensing of vessels to trade with the squadrons.*

NAVY DEPARTMENT, *January 4, 1862.*

SIR: I have the honor to return herewith the applications of Joshua Norton, jr., of Boston, and S. S. Shaw, of Bath, for permission to trade with the vessels of the blockading squadrons, submitted to me with your letter of the 2d instant.

This Department has taken measures for supplying regularly the vessels of those squadrons with ice and fresh provisions, and hence does not ask that license may be granted to parties to trade with

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them, nor does it object in any case to the issuing of such license when the Secretary of the Treasury thinks proper to do so.

I am, very respectfully, your obedient servant,

GIDEON WELLES.

Hon. S. P. CHASE,
*Secretary of the Treasury.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, regarding powder to be transported to the Gulf Squadron.*

U. S. S. CONNECTICUT,
*Brooklyn [New York] Navy Yard, January 4, 1862.*

SIR: I have just been notified that a large amount of powder will have to go in this ship for the use of the Gulf Squadron (and it ought to go). The difficulty is where it is to be stowed to ensure its safety and that of the steamer. Our magazine is now full, its dimensions are of the smallest character, and it is incapable of receiving another package; neither is there room in the magazine passages, they being only large enough to give passage to those employed in the magazine.

If the powder is to go, there will have to be a proper place erected for the purpose; where that is to be is impossible to say, as the ship now is crowded to her full capacity.

I have, in obedience to your order, received the onions; as the only place I can stow them is on the after part of the deck, it is more than probable they will be lost.

Respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

FLAG-OFFICER HIRAM PAULDING,
*Commanding U. S. Navy Yard, Brooklyn.*

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*Letter from the Secretary of the Navy to the Secretary of State, regarding release of prisoners taken on schooner Adeline.*

NAVY DEPARTMENT, *January 4, 1862.*

SIR: I have had the honor to receive your communication of the 31st ultimo, in reference to the conditional release of three of the crew of the British schooner *Adeline*, captured for a breach of the blockade by Commander Maxwell Woodhull, of the U. S. S. *Connecticut.*

Commander Woodhull has been informed that, in your opinion, the requirement exacted by him is not warranted by public law and that the three alleged British subjects in question are consequently to be considered as absolved from the obligations required of them. I have also given instructions to the flag-officers of the blockading squadrons, so that a similar condition for the release of prisoners found on board of prizes or vessels charged with a breach of the blockade may not in future be exacted.

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I transmit herewith for your information an extract from a report of Commander Woodhull in relation to the release of the parties, etc.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Hon. WM. H. SEWARD,
*Secretary of State.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, requesting the transfer of himself, with officers and crew, to the U. S. S. Oneida.*

U. S. S. CONNECTICUT,
*Brooklyn [New York] Navy Yard, January 6, 1862.*

SIR: If it is not the intention of the Department to alter this vessel into a gunboat on my return from my present voyage, I have the honor very respectfully to request that I may be transferred, with the officers and crew of the *Connecticut*, to the steam sloop *Oneida*, which I understand will be completed and ready for sea in all of February.

The services I have rendered in this vessel have been arduous, onerous, and very trying, and, I hope, satisfactory to you. Believing I have performed my full share of this kind of service encourages me in making the above application.

I must be excused when I say I feel mortified to find myself in the position that practically debars me from taking an active part (in face of the enemy) toward suppressing this rebellion.

If my services have been such as to meet your approbation, I hope my application may meet with a favorable consideration.

Respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Extract from report of Flag-Officer McKean, U. S. Navy, commanding Gulf Blockading Squadron.*

U. S. FLAGSHIP NIAGARA,
*Ship Island, January 8, 1862.*

SIR:

* * * * * * *

The storeship *Supply* has been discharged, and will sail in a few days for New York with a cargo of prize goods and the officers and crews of the captured vessels.

* * * * * * *

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
*Flag-Officer, Commanding Gulf Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, to proceed with that vessel to Boston.*

NAVY DEPARTMENT, *January 9, 1862.*

SIR: Instead of entering the port of Philadelphia with the *Rhode Island*, you will proceed with her to the navy yard at Boston. Any dispatches you may have for the Department, forward them from Hampton Roads.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant S. D. TRENCHARD,
*Commanding U. S. S. Rhode Island, Hampton Roads, Va.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, regarding requisitions for beef and ice for the U. S. S. Wabash.*

U. S. S. CONNECTICUT,
*Port Royal Bay* [*Sound*], *January 13, 1862.*

SIR: I have delivered all that was destined for this place. All that is required is your permission for the *Connecticut* to continue her voyage.

Your purser makes too large a requisition at one time for beef, more than I am permitted by my instructions to deliver; also, I desire to say that it ought all be delivered at once, and not, as has been, at two or three intervals. It is impossible to determine the necessary quantity of ice to be delivered if this manner of delivery is continued. Yesterday about 2,000 pounds of ice were issued to the *Wabash* for only 700 pounds of beef, and again the demand for ice is renewed. I would most respectfully request that this difficulty may be obviated in the future.

I have not yet received your dispatches for the ships off Savannah and the rest of the coast under your command.

I am, sir, very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Flag-Officer S. F. DU PONT, U. S. Navy,
*Commanding U. S. South Atlantic Blockading Squadron, Flagship Wabash, Port Royal Bay* [*Sound*].

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*Order of Flag-Officer Du Pont, U. S. Navy, to Commander Woodhull, U. S. Navy, naming vessels of the South Atlantic Squadron to be supplied with provisions.*

FLAGSHIP WABASH,
*Port Royal Harbor, S. C., January 13, 1862.*

SIR: Your letter has been received. If the supplies can not be delivered to this ship in the form in which it is most convenient to take them, and if the fresh beef can not be kept on the ice while the supply ship is in port, the latter is of very little service.

Hereafter the provisions must be distributed in the manner prescribed by me.

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You have been misinformed as to 2,000 pounds of ice being delivered to this ship yesterday. Not a pound was received.

A list has been sent to you of the vessels on the coast south of this port.

You will be pleased to communicate with the vessels at Tybee and Wassaw and with the *Susquehanna*, *Bienville*, and *St. Lawrence*. A pilot will be sent on board for Wassaw Inlet, if you require one. He must be left there with Commander Gillis.

You will get underway at your earliest convenience.

Respectfully, etc.,

S. F. DU PONT,
*Flag-Officer.*

Commander M. WOODHULL, U. S. Navy,
*U. S. S. Connecticut, Port Royal Harbor.*

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*Report of Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, regarding the capture of Confederate schooner Venus.*

U. S. S. RHODE ISLAND,
*Hampton Roads, January 16, 1862.*

SIR: I have the honor to inform the Department of the seizure by this vessel of the Confederate schooner *Venus*, 83 miles from Galveston, Tex., on the 26th ultimo, in latitude 28° 50′ N., longitude 93° 15′ W., with a cargo of lead, copper, tin, and wood, cleared from Point Isabel, Tex., for Franklin, La.

An officer and prize crew were placed on board and directed to proceed with the *Venus* to Ship Island.

Flag-Officer McKean decided, as the character of the vessel was such as to render her unseaworthy on our northern coast at this season and her light draft of water would adapt her to harbor service, he would, upon her arrival, retain her for that duty and transfer the cargo to the U. S. ship *Supply* for New York, subject to the orders of the U. S. district judge at that place, and to whom all the papers found on board the prize will be forwarded, and the prisoners turned over to the U. S. marshal at Philadelphia.

Enclosed is a complete muster roll of the *Rhode Island* at the time of the capture of the *Venus*.

I have the honor to be, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
*Lieutenant, Commanding Rhode Island.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, of the capture of British schooner Emma, January 17, 1862.*

U. S. S. CONNECTICUT,
*Key West, January 20, 1862.*

SIR: On the afternoon of Friday, January 17, 1862, about 4 p. m., a suspicious sail was reported in sight, some 5 miles distant. We gave

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immediate chase, and at 4:20 came up with her. On getting alongside, English colors were hoisted by the schooner. In answer to our hail it was stated that she was the English schooner *Emma*, last from Havana, bound to St. John, New Brunswick. I had her boarded and all her papers brought to me for examination. The character of these papers was such, coupled with the peculiarity that all the persons (with one exception) on board were Americans of Southern birth or proclivity, with other suspicious facts, determined me to bring her in as a prize to the *Connecticut*, and so announced it to her captain. Having arrived at this conclusion, I sent on board a prize master and crew, also removed all the persons belonging to the schooner on board my ship, then took her in tow and proceeded on my voyage to Key West, with the view of passing her over for adjudication to the United States officials having authority in the premises.

By the papers enclosed you will see that she was an American vessel up to or about the 20th December last; also that she had only a few days previous successfully run the blockade off Apalachicola with a valuable cargo of tar, turpentine, etc., which was disposed of at Havana. Her present cargo consists of materials necessary to the enemy, also a portion is of that species not likely to be exported from Havana to any port in the British possessions, for example, shoe thread, spool cotton, soap, tourniquets, barrels of oranges, and some 40 bunches of bananas; besides, the amount of provisions on board was insufficient for so long a voyage, especially at this season of the year. I would also draw your attention to the large number of articles among the officers' effects, claimed to be for the use of their families, such as ladies' shoes, fans, hats, parasols, cloaks, children's dolls, picture books, etc., speaking as plainly as possible the animus as to her destination.

Her papers, though few, clearly prove her late character and her late intentions. A memorandum book found among the effects of Mr. Birch contains a clear, succinct, and graphic account of the voyage from St. George's to Havana, including the evasion of the blockade, etc., also a telegraphic dispatch announcing to the said Mr. Birch (supposed supercargo or part owner of the cargo), telling him the blockade is removed and he can return by the first conveyance.

Among the persons on board is a Mr. B. Ellison, who acted as captain of the schooner on her successful voyage from Apalachicola to Havana. He is represented to be a wealthy merchant at the former place and an old resident of that part of the country. Mr. John N. Birch is a citizen of Columbus, Ga., a merchant of considerable means, and his family reside at that place. Captain Marks, though claiming to be a Connecticut-born man, is nevertheless a Southern man by adoption, his domicile being in Apalachicola, where his wife and children are now residing. The cook, a colored man (a light mulatto), claiming to be Captain Ellison's servant, is doubtless a slave, and says he is a South Carolinian. This man I desire particularly to call to your notice. On the question being asked him what use the oranges and bananas were to be put to, and whether they were for the crew, he answered, "No; we have had nothing



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to do with them. Captain Ellison laid them in as presents to his friends." Comment is unnecessary.

I feel fully justified in the course I have pursued as regards this capture, and also the fullest confidence in the honor and justice of the law authorities of Key West. Under these cricumstanes I rest my cause without further comments.

I enclose all the papers connected with the case, and all that now remains for me to do is to hold the schooner subject to your order.

The schooner was captured 24 miles S. E. by E. from Jupiter Inlet, and about 12 miles distant, east of Florida coast.

All of which is respectfully submitted.

Very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Judge WILLIAM MARVIN,
*U. S. District Judge, Key West.*

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*Letter from Commander Woodhull, U. S. Navy, to Consul-General Shufeldt, Havana, regarding capture of British schooner Emma.*

U. S. S. CONNECTICUT,
*Key West, January 20, 1862.*

SIR: I captured on Friday afternoon, January 17, 1862, the British schooner *Emma* (late the American schooner *Onward*), two days out from Havana. I think I have full and sufficient evidence to cause her condemnation. However, if you know of any circumstances that can establish her illegal character beyond peradventure you will much oblige me by furnishing the particulars at your earliest convenience.

As I shall be obliged to leave this port immediately, please send your communication direct to Judge William Marvin, as the case is now before his court.

Feeling the highest respect for your able and patriotic services in aiding the United States Government to suppress this most unnatural and wicked rebellion, I am,

Very respectfully, yours,

M. WOODHULL,
*Commander, U. S. Navy.*

R. W. SHUFELDT, Esq.,
*U. S. Consul-General, Havana.*

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*Order of Flag-Officer McKean, U. S. Navy, to Acting Master Horne, U. S. Navy, commanding U. S. ship Nightingale, regarding distribution of coal.*

U. S. FLAGSHIP NIAGARA,
*Ship Island, January 21, 1862.*

SIR: You will proceed in the ship under your command without delay to the Pass à l'Outre and supply the U. S. gunboats *Mercedita* and *Winona* with coal; from thence you will proceed to the South West Pass of Mississippi and supply to the U. S. frigate *Colorado*

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all the coal you have remaining, with the exception of the quantity necessary to ballast your ship; from thence you will proceed to Key West and take on board a full cargo of coal, after which you will return to this place and report to me.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
*Flag-Officer, Commanding Gulf Blockading Squadron.*

Acting Master D. B. HORNE,
*Commanding U. S. Ship Nightingale, Ship Island.*

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*Order of the Secretary of the Navy to the commandant, navy yard, Philadelphia, regarding the U. S. S. Rhode Island.*

NAVY DEPARTMENT, *January 21, 1862.*

SIR: You will prepare the steamer *Rhode Island* without delay to return to the Gulf.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commodore G. J. PENDERGRAST,
*Commandant Navy Yard, Philadelphia.*

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*Letter from Flag-Officer McKean, U. S. Navy, to commandant navy yard, New York, regarding the forwarding of prize goods and prisoners to New York on U. S. ship Supply.*

U. S. FLAGSHIP NIAGARA,
*Ship Island, January 22, 1862.*

SIR: I dispatch the storeship *Supply* to New York. She has on board a quantity of prize goods, of which an inventory is herewith transmitted. She has also on board three prisoners, captains of the captured vessels.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
*Flag-Officer, Commanding Gulf Blockading Squadron.*

Flag-Officer H. PAULDING,
*Commanding U. S. Naval Station, New York.*

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*Order of Flag-Officer McKean, U. S. Navy, to Commander Colvocoresses, U. S. Navy, commanding U. S. ship Supply, to proceed to New York.*

U. S. FLAGSHIP NIAGARA,
*Ship Island, January 23, 1862.*

SIR: You will proceed in the U. S. storeship *Supply* under your command to New York, and immediately on your arrival report to the commandant of the station.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
*Flag-Officer, Commanding Gulf Blockading Squadron.*

Commander GEO. COLVOCORESSES,
*Commanding U. S. Storeship Supply, Ship Island.*

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*Letter from the Secretary of the Navy to the Secretary of the Treasury, regarding supplies to be shipped by the steamer Columbia.*

NAVY DEPARTMENT, *January 28, 1862.*

SIR: The steamship *Columbia*, of Spofford & Tileston's line of mail steamers, running between New York and Havana, will leave New York on the 30th instant, at noon.

She will convey supplies of which the navy agent at New York will deliver a certified statement to the collector of that port, which supplies are needed for the United States naval forces at Port Royal and vicinity.

I request, therefore, that permission be granted for the said steamer to transport them thither on this trip, touching there for that purpose on her way to Havana; and also that permission be given to the steamer to touch at Port Royal on her return from Havana to receive the mails that may be ready for transportation to New York, and also to deliver certain fruit also needed by the naval forces of which, before leaving Havana, a statement will be furnished to the consul-general at that port.

Very respectfully, your obedient servant,

GIDEON WELLES.

Hon. S. P. CHASE,
*Secretary of the Treasury.*

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*Order of the Secretary of the Navy to Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, to proceed on supply trip.*

NAVY DEPARTMENT,
*January 28, 1862.*

SIR: As soon as the U. S. S. *Rhode Island* is in all respects ready, proceed with her on another trip to the blockading squadrons, supplying the vessels as heretofore, and touching, both going and returning, at Hampton Roads. On your return to Hampton Roads you will find orders there directing what port to proceed to.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant S. D. TRENCHARD, U. S. Navy,
*Commanding U. S. S. Rhode Island, Philadelphia.*

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*Order of Flag-Officer McKean, U. S. Navy, to Acting Master Hodgdon, U. S. Navy, commanding U. S. ship National Guard, regarding distribution of coal.*

U. S. FLAGSHIP NIAGARA,
*Ship Island, January 30, 1862.*

SIR: You will proceed in the ship under your command with all possible dispatch to the South West Pass of the Mississippi River, and supply the frigate *Colorado* with coal and deliver to Captain Bailey the 9-inch guns now on board your ship and receive from him the same number of 8-inch. You will then proceed to the Pass

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à l'Outre and supply the steamers there with coal, after which you will return to this place.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
*Flag-Officer, Commanding Gulf Blockading Squadron.*

Acting Master J. H. HODGDON,
*Commanding U. S. Ship National Guard, Ship Island.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, regarding the reception of wounded and sick on board that vessel.*

U. S. S. CONNECTICUT,
*Off South West Pass, January 30, 1862.*

SIR: By order of Flag-Officer McKean I am directed not to receive on board the *Connecticut* on her outward-bound trip prisoners, sick, etc., destined for the United States, but to receive them on my return passage, when I will receive on board any that you may have to send by me.

Very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Commander W. M. WALKER, U. S. Navy,
*Commanding U. S. S. De Soto, off South West Pass.*

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*Order from the Chief of Bureau of Provisions and Clothing to Lieutenant Trenchard, U. S. Navy, regarding supply trip.*

NAVY DEPARTMENT,
*Bureau of Provisions and Clothing, February 1, 1862.*

SIR: On your next trip you will supply all vessels belonging to the North and South Atlantic and Gulf Blockading Squadrons which you may fall in with south of Cape Hatteras, giving them such stores as they may need in moderate quantities, and will furnish fresh beef and vegetables for their officers and men, not exceeding a three days' supply on going out. After supplying the last vessel on the outward trip the paymaster will estimate the quantity of fresh beef and vegetables remaining, and the commanding officer will direct the same to be apportioned and delivered as equally as possible to the different vessels which will probably need supplies on the return trip.

Moderate quantities of ice may be furnished to vessels without charge, care being taken that sufficient be kept to preserve the beef.

The bread in your cargo will be issued to vessels needing it, but not landed until you return to Key West.

I am, very respectfully, sir, your obedient servant,

H. BRIDGE,
*Chief of Bureau.*

Lieutenant Commanding S. D. TRENCHARD,
*Commanding U. S. S. Rhode Island, Philadelphia, Pa.*

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*Order of Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Manton, U. S. Navy, commanding U. S. storeship Relief, to return to New York.*

FLAGSHIP WABASH,
*Port Royal Harbor, February 2, 1862.*

SIR: The *Relief* having delivered her stores at this port to the squadron, you are hereby directed to proceed to New York, and on your arrival there report yourself to the flag-officer commanding the U. S. naval station, New York.

Respectfully, etc.,

S. F. DU PONT,
*Flag-Officer.*

Acting Volunteer Lieutenant B. D. MANTON,
*Commanding U. S. Ship Relief, Port Royal Harbor.*

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*Report of Flag-Officer Du Pont, U. S. Navy, regarding vessels under his command.*

FLAGSHIP WABASH,
*Port Royal, S. C., February 2, 1862.*

SIR: I have the honor to report that the storeships *Courier*, *Release*, and *Relief* are now at this port, but the *Relief* will leave early to-morrow for New York. The storeship *Supply* has never been at Port Royal.

* * * * * * *

Respectfully, your obedient servant,

S. F. DU PONT,
*Flag-Officer, Comdg. South Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, regarding delivery of ordnance and ammunition.*

U. S. S. CONNECTICUT,
*Off South West Pass, February 3, 1862.*

SIR: I have delivered all the guns as directed by you, save the one destined for the sloop *Marion*, which I shall deliver on my way down the coast.

There are remaining 975 shell (20 and 30 pounder rifle), 100 80-pounder shells, and 8 pieces of timber.

Will you please to give me some order as to their future disposition?

Very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Flag-Officer W. W. MCKEAN, etc.,
*Off South West Pass.*

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*Report of Commander Woodhull, U. S. Navy, regarding transportation of prize cargo of steamer Calhoun.*

U. S. S. CONNECTICUT,
*Off South West Pass, February 3, 1862.*

SIR: I have made enquiry as to the possibility of taking the prize cargo of the steamer *Calhoun* on board this vessel. I regret to say I could not begin to take one-half of it.

The first article on the list furnished me is 491 cases of gunpowder; each case is represented to me to contain 100 pounds, which would give, in the aggregate, nearly 50,000 pounds.

Also 22 carboys of acid, which, in a vessel situated as this is, would be highly dangerous, and the safety of the vessel, with all on board, would be in jeopardy, should any accident happen to them.

I shall of course obey your order whatever it may be, but it is my duty to inform you of the fact that this vessel is not capable of taking a cargo such as indicated by the list furnished me.

Very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Flag-Officer W. W. MCKEAN, U. S. Navy,
*Commanding U. S. Naval Forces in Gulf of Mexico,*
*Flagship Niagara, off South West Pass.*

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*Order of Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Upton, U. S. Navy, commanding U. S. bark Release for blockade duty in Wassaw Sound, Georgia.*

FLAGSHIP WABASH,
*Port Royal Harbor, S. C., February 10, 1862.*

SIR: You will please proceed with the *Release* under your command to Wassaw Inlet [Sound] and report to Commander Gilis, of the *Seminole*, for blockading duty in that harbor.

Mr. Godfrey, the pilot, will go down with you, to return in the *Potomska*. You will please see to this.

Respectfully, etc.,

S. F. DU PONT,
*Flag-Officer.*

Acting Volunteer Lieutenant UPTON,
*Commanding U. S. Storeship Release, Port Royal.*

---

*Order of Flag-Officer McKean, U. S. Navy, to Commander Swartwout, U. S. Navy, commanding U. S. sloop Portsmouth, designating place for receiving supplies.*

U. S. FLAGSHIP NIAGARA,
*Off Galveston, February 10, 1862.*

SIR: Owing to fogs and stormy weather the *Connecticut* was unable to get down the coast to communicate with you. Should you

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need fresh provisions for your crew, most likely they can be procured on the Mexican coast a short distance below the Rio Grande.

Hereafter about the 18th of the month you will run up and anchor off Corpus Christi and remain there until you communicate with the supply steamer.

You will be pleased to forward to me by the first opportunity a return of the provisions, small stores, and clothing, etc., you have on hand, accompanied by requisitions for sufficient to make up a five months' supply.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
*Flag-Officer, Commanding Gulf Blockading Squadron.*

Commander S. SWARTWOUT,
*Commanding U. S. Sloop Portsmouth.*

P. S.—I send this communication by the *Arthur;* she must not be detained from her station. Was there not a log book for the *Santee* sent on board your ship before you sailed from Ship Island?

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, regarding the supplying of vessels of the Gulf Squadron, and referring to three Spaniards taken on board the schooner Major Barbour.*

U. S. S. CONNECTICUT,
*Key West, February 12, 1862.*

MY DEAR COMMODORE: I arrived here on Monday, having visited all the vessels of the blockade. I find the *Marion*, *Sagamore*, and *Mohawk* almost out of provisions, especially bread. I supplied them each six or seven days' rations, all I could spare from my own stores. It was my intention to have sent immediately on my arrival here the provisions and articles most absolutely necessary, so that the continuation of the blockade might not be interrupted by the necessary leaving of these vessels to seek it for themselves. Fortunately, I found here the *Santiago de Cuba*, Captain Ridgely. He was on the point of sailing for a cruise in the neighborhood of the above-named vessels. I got him to make a requisition for the most necessary articles, and he has them now on board, and before many days this part of your well-conducted blockade will be again safe beyond peradventure.

I hope, sir, you will not think me too officious, but what I have done or was about to do must be attributed to my zeal and earnestness in the cause.

The three Spanish gentlemen taken on board the *Major Barbour* and ordered by you to be placed at the disposal of the United States district judge at New York have claimed the interference of the Spanish consul at this place, who made a demand on me for their release, which I answered by stating they were not prisoners, but simply witnesses concerning the capture of said schooner, and for this purpose are but passengers on board the *Connecticut.* I have heard

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nothing further on the subject. I shall consequently proceed in the premises as if nothing had occurred relating to the subject.

I am, sir, very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Flag-Officer W. W. McKEAN,
*Commanding U. S. Gulf Squadron, Flagship Niagara.*

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*Report of Commander Colvocoresses, U. S. Navy, commanding U. S. ship Supply, transmitting evidence in the case of captured schooner Stephen Hart.*

U. S. SHIP SUPPLY,
*New York, February 13, 1862.*

SIR: I have the honor to lay before the Department the following extract copied from the log book of the U. S. ship *Supply*, the ship under my command, and which has just returned to this port from Ship Island.

At sea January 29, 1862, latitude 24° 12′ N., longitude 82° 31′ W., from meridian to 4 p. m.: The strange fore-topsail schooner ahead, distant about 3 miles. At 1 p. m. she tacked and stood to the southward. When abeam of us, we also tacked to close up with her. At 1:15 p. m. hoisted our colors and fired a shot from the port bow gun across her bow, which she took no notice of. Tacked ship and stood ten minutes to the northward and eastward, when we tacked again. Fired another gun across her bow, which she also took no notice of, but seemed to edge away to avoid us. Fired the third time, when she hauled down her flying jib and hove aback, showing English colors; but being a suspicious-looking vessel, sent a boat alongside, with Acting Masters Thomas W. Johnson and George B. Almy to examine her papers and cargo. In a few moments after, Mr. Almy returned and reported that the cargo consisted of contraband goods, nor could the master of the vessel show a manifest or bills of lading. This being the case, the boat was sent back to bring on board this ship the master and her first officer, for the purpose of enquiring into the matter. As their explanations were not satisfactory, but on the contrary showed fraudulent intentions, Commander Colvocoresses ordered her to be seized, and, having put on board a prize master and crew, both vessels made sail and stood on their course toward New York. Her name, according to her clearance, is *Stephen Hart*, of Liverpool, England.

Formerly she was known as the *Tamaulipas*, sailed under the rebel flag, and was owned by parties residing in New Orleans.

The accompanying papers, marked questions and answers, and package No. 2, containing the private correspondence of the first officer, will give further light on the subject; sufficient, I believe, to justify my entire action in the matter, and insure the confiscation of the vessel and cargo before any court of admiralty.

She arrived here in company with this ship and lays anchored off the navy yard, and I have reported her to the commanding officer of the station, Commodore Paulding.

Very respectfully, sir, your obedient servant,

GEO. M. COLVOCORESSES,
*Commander, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Enclosures.]

U. S. SHIP SUPPLY,
*At Sea, January 29, 1862.*

SIR: Subjoined is the evidence which caused me to seize and bring into port the schooner *Stephen Hart.* The evidence was taken down by myself, and you will also perceive that it is certified to by Acting Masters Thomas W. Johnson and George B. Almy, the two officers whom I directed to be present while the parties were being examined.

Very respectfully, sir, your obedient servant,

[GEO. M. COLVOCORESSES],
*Commander, U. S. Navy.*

Hon. GIEDON WELLES,
*Secretary of the Navy, Washington, D. C.*

*Questions to Charles N. Dyett.*

Question. Are you the master of the *Stephen Hart?*

Answer. Yes; I am.

Question. When were you appointed?

Answer. November 15, 1861.

Question. Where did you sail from?

Answer. Deal, England.

Question. When did you leave there?

Answer. December 2, 1861.

Question. What kind of cargo have you?

Answer. English manufactured goods.

Question. Have you a manifest?

Answer. I have not.

Question. Have you a first officer?

Answer. I have.

Question. How long has he been in the vessel?

Answer. He was on board when I joined the vessel.

Question. How many men have you?

Answer. Ten, including all.

Question. Did you ship them all?

Answer. All excepting the first mate, who was on board when I took charge.

Question. What are your orders from the owners of the vessel?

Answer. Proceed to Cardenas and await for orders by the packet of December 2.

Question. Have you any military or contraband goods on board?

Answer. There may be some. I think I have seen boxes marked "muskets" or "Enfield."

Question. Have you any ammunition?

Answer. I think there is, but none for ship's use.

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Question. Have you any shells among your cargo?

Answer. I do not know.

Question. Have you any rifled guns on board?

Answer. Not that I know of.

Question. Are the crew all British subjects?

Answer. I think it is made up of different nations; the first officer is an American.

Question. Do you know how long before you joined the vessel he went on board?

Answer. I do not.

Question. Have you a full cargo?

Answer. I have.

Question. Have you anything on board but the boxes marked "muskets" or "Enfield"?

Answer. I have blankets, socks, and shoes.

Question. What kind of vessel is the *Stephen Hart*?

Answer. A centerboard fore-topsail schooner, drawing 7 or 8 feet of water.

Question. Did you know, when you joined her, what was to be her final destination?

Answer. I was told by the owner she was going to Cardenas, and from there proceed to Sierra Leone, Africa.

Question. Have you been to Havana or any of the ports of Cuba?

Answer. I have not.

I, the undersigned, do hereby certify that I was present when the foregoing investigation was had, and the statement as here presented by Commander Colvocoresses is correct and complete.

[THOS. W. JOHNSON AND GEORGE B. ALMY,]
*Acting Masters, U. S. Navy.*

*Questions to the first officer.*

Question. What is your name?

Answer. Benjamin Chadwick.

Question. What is your capacity on board the *Stephen Hart*?

Answer. I am acting as first officer.

Question. How long have you been attached to her?

Answer. Since June last. (Here he hesitated for some seconds and then proceeded to say:) I wish to correct myself. I left her in London, after she arrived there from Bristol.

Question. Where did she sail from when she went to Bristol?

Answer. Falmouth, England.

Question. Where did she sail from when she went to Falmouth?

Answer. Matanzas, Cuba.

Question. When did she arrive at Havana?

Answer. About the 14th of last June.

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Question. Where did she sail from to go to Havana?

Answer. New Orleans.

Question. What was her cargo to Havana?

Answer. Spirits of turpentine and lard.

Question. Did she have any passengers on board during this voyage?

Answer. She had thirty-five or forty.

Question. Is the *Stephen Hart* an American vessel?

Answer. American built.

Question. Was she sold in England to English parties?

Answer. She was.

Question. Were you attached to the vessel when her present captain or master joined her?

Answer. I was before that, and was sent on board to see that she was properly loaded.

Question. Of what nation are you?

Answer. American.

Question. What part of the United States do you hail from?

Answer. Boston, Mass.

Question. Were you a passenger on board the schooner when she sailed from New Orleans?

Answer. No; I was her mate.

Question. Where is the vessel's manifest?

Answer. I do not know; but I presume the captain has it.

Question. What does her cargo consist of?

Answer. Merchandise.

Question. What do you understand merchandise to be?

Answer. Boxes of goods, bales, etc.

Question. Where is the vessel going after leaving Cardenas?

Answer. Sierra Leone, Africa.

Question. Do you know whether there are any arms on board?

Answer. I see boxes marked as such.

Question. Do you know whether there are any other military goods or stores on board?

Answer. I think the cargo is made up of military stores.

Question. Did you understand when you left England that the cargo was to be sold at Cardenas?

Answer. I am not supposed to know.

Question. Did not the captain tell you it was to be sold at Cardenas and another kind of cargo to be taken in for Africa?

Answer. I was told it was to be disposed of there.

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*Questions to the steward of the vessel.*

Question. What is your name?

Answer. John Leish.

Question. What situation do you hold on board the schooner *Stephen Hart?*

Answer. I am her cook and steward.

Question. When did you ship?

Answer. The 16th of November last I signed articles; went on board the 18th of the month.

Question. Was any of the cargo received on board after you shipped?

Answer. All the cargo in the after cabin.

Question. What kind of cargo did you see come on board?

Answer. Enfield rifles, belts, powder, and powder flasks; the powder came in barrels and was brought alongside by small craft.

Question. Was the captain on board when these articles were received?

Answer. He was not when the powder came, but was when the rifles were received, to the best of my recollection.

Question. Do you know where the schooner was bound to from England?

Answer. To Cuba and Sierra Leone, Africa, according to articles.

Question. Do you know of any papers which tell anything about the disposition of the cargo?

Answer. There were some papers given to me by the captain of the schooner last evening and left at the foot of his berth. He told me if he sent for the papers I should know where to find them. When he came back to the schooner I asked him if he wanted those papers; he said he had already got them. The conversation was between us, there being no other person within hearing. We were in his stateroom at the time with the door closed.

Question. Did you receive a package of papers from the first officer before the vessel was boarded?

Answer. Yes, sir; I did; and put them away in a "teapot."

Question. What became of those papers?

Answer. They were found by the boarding officer.

Question. Did the first officer seem anxious or uneasy when he handed the package to you to conceal?

Answer. Yes, sir; he did.

Question. Did he ask for the package when he returned to the schooner to get his clothes.

Answer. Yes, sir; the first thing he said to me was, "Have you those papers?" I told him they were found by the officer, and he took possession of them.

Question. What did he say when you told him this?

Answer. He said, "Why in hell didn't you destroy them?" and I do also remember his using this language, "By God, I am done."

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True copy of the original.]

BRISTOL, *October 29, 1861.*

DEAR SIR: Mr. Leonard, chief officer of the ship *Alexander*, and I had some private conversation this morning concerning some things which I need not now repeat. As regards any information that I might give as regards the entrance to the harbor of Charleston, in case you should make an attempt to go in there, I can only say that the wrecks that have been sunk there on the main ship's bar are now no hindrance to any vessel drawing 16 feet of water, and the so-called new channel, which lies about 3 miles to the N. E. of the out-bar channel, has the same depth of water. A vessel drawing not over 10 feet of water can safely make for the channel by having the C. light-house to bear N. W. ½ W. to N. W. by W., but not to bear to the westward of the latter course. When 4½ to 5 miles southeast from the light-house—the over all or North Channel I am not acquainted with—the back channel, I think, would be the safest to attempt to enter if you have time and daylight in your favor, because you could easily get a pilot or some one from Sullivan's Island to take you through the narrow channel off Fort Moultrie. The chart of Charleston Harbor in the book called the U. S. Coast Survey will be your best guide. There are not any lights or buoys to guide anyone to enter the harbor of Charleston or any other port on the Southern coast, thus the lead and strict lookout must be your pilot as there are no pilots to be had anywhere outside. Enclosed is a letter which I leave unclosed, and I beg that you will, in case you succeed in safely reaching any Southern port, forward the same to its destination; at the same time do not let its encumbrance in any way interfere with your enterprise; destroy it if need be, but if it could be managed to forward it safely to my wife I shall feel very grateful toward you for your kindness. I hope and trust you will succeed in your undertaking. Observe secrecy by all means, and I can assure you that no information as regards the *Stephen Hart's* whereabouts or movements shall be gained from me by anyone here or elsewhere. Please give my kind regards to your captain (Aulkly). May the God of justice guide you in safety to your port of destination, is the fervent wish of one that loves the South, its institutions, and its people.

I remain, very respectfully,

JOHN JOHNSON,
*Ship Noemie* [or *Noernie.*]

Mr. BENJAMIN H. CHADWICK,
*Care of J. P. Snell & Company, Bristol, England.*

P. S.—If there is any Southern information I can give you, please write me and I will not fail to give you all and any information I have in my power.

Very respectfully, J. J.

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True copy of the original.]

BRISTOL, *October 29, 1861.*

FRIEND CHADWICK: It is with much pleasure that I received your letter this morning. It is with much greater pleasure that I am able to furnish you with the book required without price. The book

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you write for belongs to me, and were it worth £50 I would willingly give it to an enterprise of yours, particularly to one whom I have professed so much friendship toward. I hope it may be of valuable service to you. Captain B. left this morning for Liverpool, too soon to receive your letter. Captain Johnson will mark out the charts, also write you some information, also write a letter which he will wish you to deliver or forward. Mrs. Bain will also have a letter for you to take and forward to Virginia if you arrive safe. I hope you may be successful; if so, report the old *Alexander* laying up in Bristol, with the palmetto tree constantly flying, and that her captain and officers are ready to aid the South in any enterprise.

Tommy, I will not ask you to disclose the secret of your voyage. Be whatever it may, I believe it is true to the South. My heart and well wishes are with you, hoping you may be successful and I may hear of the consequences. If that book proves serviceable to you, it will afford me more pleasure than its weight in gold in return.

I received your first letter, and answered it by return mail, but did not put "Surry Canal" on it, therefore it must be in the post office.

Purdy has gone to Cardiff to load for Panama. Phillips is well. I shall send the book per express this evening. I wish you to write me two or three mails before you go to sea, as Mrs. Bain may have some other letters to send; if you should fail, destroy.

If you should call into other ports, allow me to hear from you. Your package shall be sent this evening.

Very respectfully,

R. H. LEONARD,
*Ship Alexander, Confederate States.*

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*Order of Flag-Officer McKean, U. S. Navy, to Acting Master Hodgdon, U. S. Navy, commanding U. S. ship National Guard, for the distribution of supplies to vessels of the West Gulf Squadron.*

U. S. FLAGSHIP NIAGARA,
*South West Pass of Mississippi, February 13, 1862.*

SIR: You will proceed in the United States storeship under your command to the U. S. S. *De Soto*, off Barataria, and supply her with coal; from thence you will proceed to the South East Pass of Mississippi, and should you find a gunboat stationed there, will supply her; from thence you will proceed to Pass à l'Outre, and supply to the vessels stationed there all you have remaining, with the exception of the quantity necessary as ballast, after which you will proceed to Ship Island and report to the senior officer present.

I send on board your ship 11 men for conveyance to the *De Soto;* you will deliver them to Commander Walker, together with the enclosed communication.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
*Flag-Officer, Commanding Gulf Blockading Squadron.*

Acting Master J. H. HODGDON,
*Commanding U. S. Ship National Guard,*
*Off South West Pass of Mississippi.*

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[Enclosure.]

U. S. FLAGSHIP NIAGARA,
*Off South West Pass of Mississippi, February 13, 1862.*

SIR: I send the storeship *National Guard* to furnish you with coal; it is highly important that she should reach the vessels off the Passes at the earliest practicable moment; you will therefore take from her the quantity you require with all possible dispatch.

I send you by the *Guard* 11 men, 6 seamen and 5 ordinary seamen, from this ship.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
*Flag-Officer, Commanding Gulf Blockading Squadron.*

Commander WM. [M.] WALKER,
*Commanding U. S. S. De Soto, off Barataria.*

P. S.—Be pleased to send me a return of the ordnance stores, bread, and any other articles you have remaining of what you brought out for the use of the squadron.

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*Report of Commander Smith, U. S. Navy, commanding U. S. S. Massachusetts, of arrival at New York from West Gulf Squadron, bringing captured persons and cargoes, and announcing the death of Lieutenant Marcy, U. S. Navy.*

U. S. S. MASSACHUSETTS,
*New York Navy Yard, February 14, 1862.*

SIR: I have the honor to report my arrival at this place in the U. S. S. *Massachusetts*, direct from Ship Island, after a passage of ten days under the most favorable circumstances of wind and weather.

Arriving in advance of the U. S. S. *Connecticut*, bearing the dispatches of the flag-officer of the Gulf Squadron, I take the liberty of informing you that I have on board 27 persons captured in prizes and 2 prize cargoes, consisting of cotton, coffee, rum, lead, and miscellaneous articles.

I have also to communicate the melancholy intelligence of the death of Lieutenant Commanding Samuel Marcy, of the U. S. sloop of war *Vincennes*, from an injury received in the ship's launch by the breaking of the pivot bolt on discharging howitzer.

It was reported by an officer of the steamer *Water Witch*, just from the Passes as I was leaving Ship Island, that the U. S. S. *De Soto* had captured off Berwick a valuable prize bark under French colors loaded with ordnance stores. No further particulars were ascertained.

There are but 13 of the crew of this vessel that shipped for 3 years, all of whom would be entitled to an honorable discharge if paid off when the steamer goes out of commission. When the views of the Department are known in relation to their transfer or discharge the list called for by the act approved March 2, 1855, will be forwarded. The term of service of the remainder of the crew will expire in May.

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A detailed report of the condition of the hull and machinery of this vessel will be transmitted by this day's mail to the Chief of the Bureau of Construction, Equipment, and Repair.

I have the honor to be, very respectfully, your obedient servant,

MELANCTON SMITH,
*Commander, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, of return to New York after visiting South Atlantic and Gulf Squadrons and regarding capture of schooner Emma, formerly Onward.*

U. S. S. CONNECTICUT,
*New York, February 19, 1862.*

SIR: I have the honor to report my return to this port after an absence of forty days. During the voyage the weather has been most unfavorable; gales and dense fogs have prevailed almost constantly, causing great difficulties and anxiety in running for the various harbors and the localities occupied by the blockading vessels. Notwithstanding, I have only exceeded the time of my last trip three days.

I have executed all the instructions of the Department, have visited and supplied all the vessels of the Atlantic and Gulf Squadrons, delivered all the guns and munitions put on board at New York to the vessels specified by Flag-Officer McKean, assisted the blockade in several instances by laying by certain steamers while they scaled their boilers and repaired them, besides keeping open the communication between the flag-officers and the commanders of the individual vessels composing their commands. I have also aided the continuance of the blockade, having in several instances found vessels almost destitute of bread and other important articles of provisions, which we were enabled to furnish from the stores of the *Connecticut*, preventing the necessity of their consequently abandoning the blockade and seeking it for themselves.

This vessel left New York with an immense weight of cargo. She was deeper by 1 foot 4 inches than ever before; her copper was submerged nearly 2 feet and the dip of her paddles was about 7 feet 6 inches. You can from this data well imagine the strain she sustained necessarily on her engines and hull; notwithstanding, she performed splendidly. She is one of the finest, strongest, and fastest steamers now in the service, and I feel fully justified in saying she is worth every dollar paid for her. I doubt very much if the Government could duplicate the *Connecticut* for anything like the amount paid; her engines especially are masterpieces of engineering skill, and so pronounced by all the many experts who have examined and witnessed their performance.

You will be surprised to learn that in mail matter alone we had, on leaving New York, some 60,000 letters and papers, besides some 2,500 packages, consisting of boxes, trunks, and bundles (for the Navy and Army), to be distributed among officers and men of either


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branch of the service; a great undertaking, but, being properly systematized, the work was executed without mistakes or loss.

In connection with this subject of the mails, I would respectfully suggest to the Department whether the 2 cents per letter (ship) allowed by the post-offices to masters of vessels, not claimed or allowed to commanders of national ships, ought not to be credited to the Navy Department. It must, judging by the great number of letters delivered, amount to a large sum each round voyage; if so credited, would go far toward lessening the expenses of the supply steamers.

Accompanying this you will find a comprehensive list of all the passengers, showing the number of officers (passing from port to port), the sick, prisoners, and crews of captured vessels, where and from whom received, and their destination. Among the prisoners, numbering 25 in all, are 9 soldiers, taken by the steamer *Hatteras* at Cedar Keys; 4 citizens of New Orleans, captured in the Confederate schooner *Garonne* by the *Santee;* 1 individual named Harry Stevens, a spy, received from the *Colorado;* also a man received from the *Ethan Allen* at Tampa Bay, named Cyrus A. Canfield, a native of Florida. This man, on the breaking out of the rebellion, was in the employ of the engineers at Key West, and with others took the oath of allegiance; on the first opportunity that offered he escaped from the island and joined the rebels. He was captured in the Confederate schooner *Olive Branch.* His conduct while on board the *Ethan Allen* was so outrageous and insulting to the loyalty of her officers and crew that Captain Eaton had to put him in irons and under a guard to save his life; and, lastly, a man from the *De Soto* (one of her crew) named Thomas Martin, sent home by Flag-Officer McKean for disgusting and immoral practices.

Also, accompanying this, you will find all the usual abstracts of the voyage out and return, giving all the particulars of said voyage.

This vessel, besides her other duties, has overhauled, examined, warned off or captured every vessel of suspicious appearance, or too near our coast (having honest intentions). Whilst thus occupied on the 17th of January last, I fell in with the schooner *Emma.* On coming up with her she hoisted English colors. She was formerly, say about six or eight days before our meeting with her, known as the Confederate schooner *Onward.* She had a conditional register, but no log book or other papers. Her captain had taken the precaution to throw them overboard, with the mail she carried, before we could get near enough to board her, which act I positively witnessed with my own eyes. All on board were Americans, save one of the crew, who was undeniably an English subject. Another peculiarity for a vessel claiming to be English, she had a negro slave on board belonging to a Mr. Ellison, the real owner of both ship and cargo. Everything was so remarkably irregular I took her in charge and sent her to Key West as a prize to the *Connecticut.* That I was right in my judgment and action was determined by the almost immediate condemnation that followed my delivering her over to the jurisdiction of the United States court in that port. I send a copy of my letter to Judge Marvin, also a correct list of the officers and crew on the books at the time of capture.

I feel it my duty to inform the Department that, having passed the entire round of our coast from Hampton Roads to Galveston,

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Tex., the blockade is as complete and zealously continued as it is possible under all circumstances to make it. I have never in my experience supposed so sufficient and effective a blockade could be maintained on a coast like ours, especially during the winter months, made dangerous and difficult by the constant prevalence of dense fogs and heavy gales. The Department will also be pleased to learn of the general most excellent health of the squadrons, and the spirit, earnestness, and loyalty to the cause that prevails throughout its entire numbers.

The Department doubtless, ere this, has been informed of the sad death of Lieutenant Commanding Samuel Marcy. The country and the service has met with a heavy loss. The deceased was one of the ablest officers in the Navy, besides being a most intelligent, amiable, and loyal gentleman. Sympathizing deeply with his untimely fate I volunteered to bring his remains to his home that they might find sepulcher in its native soil of the loyal State of New York.

I am happy to inform the Department of the good health of the officers and crew of this vessel.

All of which I have the honor most respectfully to submit for your consideration.

I am, sir, very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

P. S.—Agreeably to your orders I transmitted from Hampton Roads by the night boat of the 18th instant the mails destined for the Department.

M. WOODHULL,
*Commander.*

[Enclosures.]

*Abstract of the outward trip of the U. S. S. Connecticut, with names and dates of vessels supplied.*

| Date. | Hour of arrival. | Hour of departure. | Name. | Location. | Remarks. |
|---|---|---|---|---|---|
| Jan. 10 | 9 a. m..... | 10 a. m.... | U. S. S. Mount Vernon and Chippewa. | Off Wilmington, Bald Head light, E. by N., 6 miles. | Delivered mails. |
| Jan. 10 | 4:30 p. m.. | 6:30 p. m.. | U. S. S. James Adger. | Off Georgetown..... | Anchored off Charleston Bar at 10.30 p. m. |
| Jan. 11 | 7:45 a. m.. | 11:45 a. m. | Mohican, Penguin, Alabama, Gemsbok. | Off Charleston Bar, 6 miles. | Delivered mails and supplies. |
| Jan. 11 | 6:30 p. m.. | ..... | Flagship Wabash, Savannah, Unadilla, Pembina, Ottawa, etc. | Off Port Royal..... | Left at 11:20 a. m. Monday, 13th. |
| Jan. 13 | 1:50 p. m.. | 4:30 p. m.. | Vandalia, Wyandotte, and Pawnee. | Off Tybee Island..... | |
| Jan. 13 | 6:30 p. m.. | ..... | Seminole and Flag... | Warsaw Inlet [Wassaw Creek]. | Detained by thick weather until 4 p. m. 15th. |
| Jan. 15 | 9:40 p. m.. | ..... | No vessel..... | Off Darien..... | Anchored in 6 fathoms of water and left at 6:45 next morning. |
| Jan. 16 | 9:50 a. m.. | 4 p. m.... | U. S. S. Bienville.... | Fernandina lighthouse, W. by S., 8 miles. | |
| Jan. 19 | 12:20 a. m. | ..... | Water Witch, Wanderer, Tahoma, etc. | Key West..... | Coaled and left at 9 a. m. 21st. |
| Jan. 22 | 9:50 a. m.. | 10 a. m.... | Ethan Allen, bark Kingfisher. | Tampa Bay..... | Communicated by boats. |

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*Abstract of the outward trip of the U. S. S. Connecticut, with names and dates of vessels supplied*—Continued.

| Date. | Hour of arrival. | Hour of departure. | Name. | Location. | Remarks. |
|---|---|---|---|---|---|
| Jan. 23 | 8:15 a. m.. | 9:45 a. m.. | ..... | ..... | Came to anchor in 17 feet water in sight of light-house and buoys of Cedar Keys and signalized, but found no vessels. |
| Jan. 23 | 11:30 a. m. | Midnight. | U. S. S. Florida..... | Cedar Keys, E. N. E., 16 miles. | Came to anchor at 6:45 p. m. 30 miles S. St. Marks; heavy gale prevailing. |
| Jan. 24 | 10:30 a. m. | 12:10 p. m. | U. S. S. Mohawk.... | St. Marks light-house, N. 9 miles. | |
| Jan. 24 | 3:45 p. m.. | 5:50 p. m.. | U. S. sloop Marion... | Dog Island light-house, W. by N., 5 miles. | Anchored at 9 p. m. off Cape St. George and signalized for steamer Sagamore. |
| Jan. 25 | 8 a. m..... | 9 a. m..... | U. S. S. Sagamore... | Off Cape St. George... | |
| Jan. 26 | 7:30 a. m.. | 10:30 a. m. | U. S. S. Mississippi.. | Off Fort Pickens..... | Pensacola light-house, N. W., 6 miles. |
| Jan. 26 | 1:50 p. m.. | 8:10 p. m.. | Brooklyn, Huntsville, R. R. Cuyler. | Off Mobile Bar..... | Light-house, N. W., 7 miles. |
| Jan. 27 | 7:30 a. m.. | 4 a. m..... | Flagship Niagara, Massachusetts, South Carolina, New London, etc. | Off Ship Island..... | |
| Jan. 28 | 9:40 a. m.. | 11:50 a. m. | U. S. S. Sciota..... | Off Isle of Britton [Breton Isle]. | |
| Jan. 28 | 1:20 p. m.. | 4 p. m..... | Winona, Mercedita, Nightingale. | Passe à l'Outre light, W. by N., 2 miles. | |
| Jan. 28 | 5:20 p. m.. | 6:45 p. m.. | Vincennes, Santiago de Cuba. | North East Pass..... | |
| Jan. 28 | 7:25 p. m.. | ..... | U. S. sloop Preble... | South Pass..... | Left at 9:30 next morning. |
| Jan. 29 | 10:30 a. m. | ..... | Potomac, Colorado, Calhoun. | South West Pass..... | Left at 6:30 next morning. |
| Jan. 30 | 7:30 a. m.. | 10 a. m.... | U. S. S. De Soto..... | West Pass, West Bar.. | |
| Jan. 30 | 2:30 p. m.. | 3:25 p. m.. | Bark J. C. Kuhn .... | Timballer light, E. by N., 12 miles. | |
| Jan. 30 | 5:30 p. m.. | ..... | Montgomery and Kittatinny. | Ship Island Shoals light, S.W. by W, 7 miles. | Left at 2:45 p. m. 31st. |
| Feb. 1 | 7:50 a. m.. | ..... | Santee and Midnight. | Galveston light, N.W. by W., 6 miles. | Left at 7 a. m. 2d; heavy gale prevailing. |
| Feb. 2 | ..... | ..... | ..... | ..... | Homeward bound. |

Aggregate number of vessels supplied, 50.

*Abstract of the return trip of the U. S. S. Connecticut, with dates of vessels spoken and supplied.*

| Date. | Hour of arrival. | Hour of departure. | Name. | Location. | Remarks. |
|---|---|---|---|---|---|
| Feb. 3 | 8 a. m..... | 8:30 a. m.. | U. S. bark Kuhn.... | Timballer light E. by N. ½ N. 7 miles. | |
| Feb. 3 | 9:30 a. m.. | 11:20 a. m. | U. S. S. De Soto..... | Timballer light E.N.E. 8 miles. | |
| Feb. 3 | 3:45 p. m.. | ..... | U. S. frigates Niagara, Colorado. | ..... | |
| Feb. 3 | ..... | ..... | Ships Kingfisher and Guard. | South West Pass..... | Left Feb. 4 at 6:10 a. m. |
| Feb. 5 | 8:30 a. m.. | 10:15 a. m. | Vincennes and Preble. | South Pass..... | |
| Feb. 5 | 10:50 a. m. | 11:35 a. m. | Gunboat Winona.... | South East Pass..... | |
| Feb. 5 | 12:05 p. m. | 3:05 p. m.. | Brooklyn, Mercedita, J. L. Davis. | Passe à l'Outre..... | |
| Feb. 5 | 10 p. m.... | ..... | Cuyler, New London, Water Witch, Pampero. | Ship Island..... | Left Feb. 6 at 11 a. m. |
| Feb. 6 | 3:50 p. m.. | 5 p. m..... | Gunboat Wissahickon. | Petit Bois Island Inlet. | |
| Feb. 6 | 6:15 p. m.. | ..... | South Carolina..... | ..... | Took mail. |
| Feb. 6 | 7:15 p. m.. | 7:30 p. m.. | Huntsville..... | ..... | |

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*Abstract of the return trip of the U. S. S. Connecticut, with dates of vessels spoken and supplied*—Continued.

| Date. | Hour of arrival. | Hour of departure. | Name. | Location. | Remarks. |
|---|---|---|---|---|---|
| Feb. 7 | 6:30 a. m.. | 9:30 a. m.. | U. S. S. Mississippi.. | Off Fort Pickens, 6½ miles S. E. from light-house. | Arrived at 10:30 last night; anchored 2½ miles from McRae; made all the necessary signals, but received no answer; waited until 5 a. m. and ran down to the Mississippi. |
| Feb. 7 | 5:55 p. m.. | 8:10 p. m.. | U. S. ship Marion ... | Off Cape San Blas..... | |
| Feb. 8 | 7:10 a. m.. | 8:30 a. m.. | U. S. S. Sagamore... | Dog Island, N. N. W. 3½ miles. | |
| Feb. 8 | 11 a. m.... | 1:15 p. m.. | U. S. S. Mohawk.... | Off St. Marks..... | |
| Feb. 9 | 9:45 a. m.. | 11:45 a. m. | U. S. bark Ethan Allen. | Off Tampa Bay..... | |
| Feb. 10 | 2 p. m..... | ..... | U. S. ships Pensacola, Hartford, Wanderer, Santiago de Cuba, etc. | Key West..... | Coaled ship; left 12th at 3:40 p. m. |
| Feb. 14 | 5:20 a. m.. | 8:20 a. m.. | U. S. S. Bienville.... | Fernandina light W. 7 miles. | |
| Feb. 14 | 4:40 p. m.. | ..... | Vandalia, Pawnee, James Adger, Wyandotte. | Off Tybee Island..... | |
| Feb. 15 | 9 a. m..... | ..... | Wabash and naval fleet. | Port Royal..... | Left at 8:50 a. m. 16th. |
| Feb. 16 | 3:30 p. m.. | ..... | Blockading ship..... | Off Charleston Bar.... | Heavy northeast gale; could not communicate. |
| Feb. 17 | 5 a. m..... | ..... | ..... | Off Wilmington..... | Do. |
| Feb. 18 | 2 a. m..... | ..... | ..... | Hampton Roads..... | Left at 5:40 p. m. |
| Feb. 19 | 6 p. m..... | ..... | ..... | ..... | Brooklyn Navy Yard. |

*Order of Flag-Officer McKean, U. S. Navy, to Lieutenant Jouett, U. S. Navy, to report to the Secretary of the Navy.*

U. S. FLAGSHIP NIAGARA,
*Ship Island, February 20, 1862.*

SIR: Upon the arrival of the supply steamer you will consider yourself detached from the U. S. S. *Montgomery* and will report to her commander for a passage to New York, and immediately upon your arrival report by letter to the honorable Secretary of the Navy.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
*Flag-Officer, Commanding Gulf Blockading Squadron.*

Lieutenant Commanding JAS. E. JOUETT,
*Commanding U. S. S. Montgomery, Ship Island.*

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*Letter from the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, referring to movements of the U. S. S. Kensington.*

NAVY DEPARTMENT, *February 21, 1862.*

SIR:

* * * * * * *

The *Vermont* has probably sailed from Boston for Port Royal. She will be accompanied by the steamer *Kensington*, ordered to the Gulf.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
*Comdg. South Atlantic Squadron, Port Royal, S. C.*

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*Order of Flag-Officer McKean, U. S. Navy, to Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, for the transportation of prisoners and prize crew.*

U. S. FLAGSHIP NIAGARA,
*Ship Island, February 24, 1862.*

SIR: You will be pleased to receive on board the U. S. S. *Rhode Island*, under your command, the cargo and also the captain and two of the crew of the prize schooner *J. J. McNeil*, and upon your arrival at a Northern port you will place it and them at the disposal of the judge of the United States district court or the United States prize commissioners. You will also receive on board the prize officer and crew in charge of the *McNeil*, the officer for a passage to the North to accompany the prize cargo, the men to be returned to the U. S. bark *Arthur*, to which vessel they belong. Should there be any prisoners of war on board the *Arthur*, you will receive them on board your vessel and upon your return to the North will place them in charge of the United States marshal.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
*Flag-Officer, Comdg. Eastern Gulf Blockading Squadron.*

Lieutenant Commanding S. D. TRENCHARD,
*Commanding U. S. S. Rhode Island.*

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*Order of the Secretary of the Navy to Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, to proceed from Hampton Roads to Philadelphia.*

NAVY DEPARTMENT, *March 3, 1862.*

SIR: From Hampton Roads you will proceed with the *Rhode Island* to the navy yard at Philadelphia.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant S. D. TRENCHARD,
*Comdg. U. S. S. Rhode Island, Hampton Roads, Va.*

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[Telegram.]

BOSTON, *March 3, 1862.*

Mr. Birnie is here from the *Vermont*. He informs me she has not struck or touched bottom and does not leak; rudder gone and suit of sails blown away. *Kensington* had her in tow until 7:30 o'clock Monday night, since which time the *Kensington* has not been heard from.

WM. L. HUDSON,
*Commandant Yard.*

Hon. G. WELLES.

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*Report of Captain Marston, U. S. Navy, regarding removal of vessels from Hampton Roads.*

U. S. S. ROANOKE,
*Hampton Roads, March 9, 1862.*

SIR: I have this moment received your letter relative to removal of *Brandywine* and other vessels from the harbor, and shall endeavor to carry out your views as speedily as possible.

Very respectfully, your obedient servant,

JOHN MARSTON,
*Captain and Senior Officer.*

Hon. G. V. Fox,
*Assistant Secretary of the Navy.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, of arrival at Hampton Roads, Va., from New York.*

U. S. S. CONNECTICUT,
*Hampton Roads, March 11, 1862.*

SIR: I have the honor to inform the Department that I discharged the pilot yesterday at 5 o'clock p. m. and arrived at this anchorage at 5 p. m. this afternoon. I left New York 8 inches deeper in draft than on any previous voyage, the steamer, notwithstanding, performs excellently well and gives us another example of her fine qualities.

Enclosed I send you a list of passengers on board, either by your order or permission of the Department.

Your orders directing this vessel should take on board articles for a telegraph to the amount of 60 cubic feet was received and the articles duly delivered alongside. The amount, however, largely exceeded what was represented. It proved to be 1,900 cubic feet and some 25 tons in weight. I state this to show the Department a specimen of the misrepresentation made by persons asking facility of transportation in Navy vessels.

We have an immense cargo and an increase in mails and packages over anything of the kind we ever had before, which will greatly increase the labor of the voyage.

The crew, officers, and passengers are all in excellent health.

I am, sir, very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Acting Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding movements of the U. S. S. Massachusetts.*

NAVY DEPARTMENT, *March 14, 1863.*

SIR: Referring to your No. 278, I would state that the *Massachusetts* will touch off Wilmington on her return from Port Royal, but as her fresh provisions may then be exhausted, she will hereafter be directed to supply the vessels off Wilmington in her passage south.

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Should the *Massachusetts* not have received her orders (to be sent out on the 19th instant by the *Circassian*) to enter the port of Philadelphia instead of New York, you will please instruct her to that effect on her arrival at Hampton Roads. She sailed from New York on the 10th instant.

I am, respectfully, etc.,

G. V. Fox,
*Acting Secretary of Navy.*

Acting Rear-Admiral S. P. Lee,
*Comdg. North Atlantic Blockading Squadron,*
*Hampton Roads.*

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*Report of Commander Totten, U. S. Navy, commanding U. S. S. Brandywine, of arrival at Baltimore.*

U. S. Ship Brandywine,
*Baltimore, Md., March 14, 1862.*

Sir: I have the honor to report the arrival of this vessel at this port last evening, having been towed from Annapolis by the Government tugboats.

* * * * * * *

I have the honor to be, very respectfully,

B. J. Totten,
*Commander.*

Hon. Gideon Welles,
*Secretary of the Navy, Washington, D. C.*

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*Report of Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, announcing arrival at Philadelphia.*

U. S. S. Rhode Island,
*Navy Yard, Philadelphia, March 19, 1862.*

Sir: I have the honor to report the arrival here of this vessel from the blockading squadrons, via Hampton Roads, from which place the vessel's usual abstracts required by the Department were forwarded.

Very respectfully, your obedient servant,

Stephen D. Trenchard,
*Lieutenant, Commanding.*

Hon. Gideon Welles,
*Secretary of the Navy, Washington, D. C.*

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*Order of Flag-Officer McKean, U. S. Navy, to Acting Master Hays, U. S. Navy, to assume command of the U. S. storeship National Guard.*

U. S. Flagship Niagara,
*Key West, Fla., March 20, 1862.*

Sir: You are hereby detached from this ship and appointed to relieve Acting Master J. H. Hodgdon, in command of the U. S. storeship *National Guard.* Acting Master Hodgdon has been instructed to make the necessary transfers.

I am, respectfully, your obedient servant,

Wm. W. McKean,
*Flag-Officer, Commanding Eastern Gulf Squadron.*

Acting Master William [L.] Hays,
*U. S. Steam Frigate Niagara, Key West, Fla.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, regarding lack of coal at Key West, Fla.*

U. S. S. CONNECTICUT,
*Key West, March 23, 1862.*

SIR: On my arrival at this port I was informed that there was not one ton of coal belonging to the Navy at this depot. As I was obliged to recoal in order to proceed on my voyage, I arranged with the Quartermaster's Department to supply my wants, with the understanding that what I took should be returned without unnecessary delay.

Will you oblige me by having 300 tons of coal sent at your earliest convenience to Key West, to replace what the Army have so obligingly furnished me?

Very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

JOHN LENTHALL, Esq.,
*Chief Bureau of Construction, Equipment and Repair, Washington, D. C.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, regarding destination of arms and ammunition.*

U. S. S. CONNECTICUT,
*Key West, March 23, 1862.*

SIR: At New York we received on board this vessel 25 cases containing 500 Enfield rifles and several boxes of accouterments to match, also some cases of cannon primers, all of which are directed to the "Flag-Officer, Commanding the Gulf Squadron." We received no invoices or other papers concerning them. Will you be pleased to designate their destination, as by some oversight of the Ordnance Department the division for which they were intended is not stated.

I am, very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Flag-Officer WM. W. MCKEAN,
*Commanding Eastern Division, U. S. Gulf Squadron, Flagship Niagara, Key West.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, of readiness to sail with supplies for the squadrons.*

U. S. S. CONNECTICUT,
*Key West, March 25, 1862.*

SIR: I have the honor to state that by 7 o'clock this evening I shall have completed coaling and have everything ready to proceed on my voyage, by your permission, early to-morrow morning.

Owing to the limits of my voyage being extended to the Rio Grande, I have been compelled to take in all the coals I had stowage room for.

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I have intimated to the postmaster (on shore) to close his mails for the westward late this evening.

I am, sir, very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Flag-Officer WM. W. MCKEAN,
*Comdg. Eastern Division Gulf Squadron,*
*Flagship Niagara, Key West.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, regarding means for delivering provisions to vessels in the Passes of the Mississippi.*

U. S. S. CONNECTICUT,
*South West Pass, Mississippi River, April 2, 1862.*

SIR: I succeeded in getting my ship afloat, but owing to the obstructions of the channel by the *Mississippi* and the vessels aiding her, I am unable as yet, and perhaps for some time to come, to proceed to the Head of the Passes. The cargo of the *Connecticut* being fresh provisions are extra perishable. Having this in view I would respectfully suggest that the fleet above might be supplied through the intervention of one of the small, light-draft steamers. The pursers and caterers of the several messes could come down to us and get all they want with dispatch and perfect convenience to themselves.

I have ordered the four masters to report to you, that I had the honor of mentioning to you yesterday in my letter, also in my personal interview. Shall they call on you on board the *Colorado* for further instructions?

My instructions from the Department urge me to use dispatch. I mention this to account for my anxiety to proceed on my voyage.

I am, sir, very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Flag-Officer D. G. FARRAGUT,
*Commanding Western Division, Gulf Squadron,*
*Flagship Colorado, South West Pass.*

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*Report of Flag-Officer Du Pont, U. S. Navy, regarding the movements of U. S. storeships Release and Relief.*

FLAGSHIP WABASH,
*Port Royal Harbor, S. C., April 3, 1862.*

SIR: I have the honor to inform the Department that I have dispatched the U. S. storeship *Release*, Acting Volunteer Lieutenant Upton, to New York.

The U. S. storeship *Relief*, Acting Volunteer Lieutenant Manton, arrived here a few days before my return to this port.

Very respectfully, your obedient servant,

S. F. DU PONT,
*Flag-Officer, Comdg. South Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Order of the Secretary of the Navy to Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, to enter the port of Boston on return from supply trip.*

NAVY DEPARTMENT, *April 3, 1862.*

SIR: You will enter the port of Boston with the *Rhode Island* on your return from the next trip to the blockading squadrons.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant S. D. TRENCHARD,
*Commanding U. S. S. Rhode Island, Philadelphia.*

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*Report of Lieutenant Hopkins, U. S. Navy, commanding U. S. S. South Carolina, of arrival at Boston, Mass.*

U. S. S. SOUTH CAROLINA,
*Boston, April 4, 1862.*

SIR: In obedience to the order of Flag-Officer McKean, I have the honor to report the arrival of this ship at this station.

By his order I received on board 20 sick men from the hospital at Key West, 2 from the ship *Kingfisher*, and 1 from the ship *Davis*, to be transferred to the hospital at Chelsea, together with 3 marines, 2 from the *Marion* and 1 from the flagship *Niagara*, whose terms of service had either expired or will do so in a few days.

He gave permission to 3 men captured in the *Magnolia* to come to the North in this ship on condition of working their passage. These men have given their parole not to give "aid or comfort" to the enemies of the United States and wished to leave the South.

I regret to report the death of Michael Hannon, fireman of this ship, together with that of Manuel P. Dormingo, one of the men received from the hospital, the former just after leaving Key West, on the 26th day of the month, the latter on the 31st; both were buried at sea.

Enclosed are copies of the orders of Flag-Officer McKean, as well as a list of the officers, crew, and marines of this ship, and the expiration of the terms of service of the crew marked, together with the proceedings of a summary court-martial held on board this ship.

I am, very respectfully, your obedient servant,

WM. E. HOPKINS,
*Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Flag-Officer Du Pont, U. S. Navy, to Acting Master Crocker, U. S. Navy, commanding U. S. S. Kensington, to report to Flag-Officer Farragut, U. S. Navy.*

FLAGSHIP WABASH,
*Port Royal Harbor, S. C., April 16, 1862.*

SIR: Having completed your repairs of engine and rudder, and having been supplied with coal by the recent arrivals, you will

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please proceed with the *Kensington* to the execution of your orders from the Navy Department and report to Flag-Officer Farragut.

I take this occasion to say that during your unavoidable detention here you have rendered important service to several vessels of my squadron by furnishing them with a supply of fresh water from your condenser, and as I am sure that a similar service will be much desired in the squadron of Flag-Officer Farragut I recommend your using the utmost dispatch in proceeding thither.

Respectfully, etc.,

S. F. DU PONT,
*Flag-Officer.*

Acting Master F. CROCKER,
*U. S. S. Kensington, Port Royal.*

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*Order of the Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, regarding the movements of supply vessels.*

NAVY DEPARTMENT, *April 17, 1862.*

SIR: The steamers *Rhode Island* and *Connecticut* will hereafter supply the Gulf Squadrons only. They will, however, touch at Port Royal both going and returning.

The steamer *Massachusetts* will supply the Atlantic Blockading Squadrons. She will proceed as far south as you may require. The Department has not, I believe, heretofore advised you that the limits of the East Gulf Blockading Squadron extended to Cape Canaveral.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer SAML. F. DU PONT,
*Comdg. S. Atlantic Blkdg. Squadron, Port Royal, S. C.*

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*Order of the Secretary of the Navy to Flag-Officer Goldsborough, U. S. Navy, regarding supply vessels.*

NAVY DEPARTMENT, *April 18, 1862.*

SIR: The steamers *Connecticut* and *Rhode Island* will hereafter supply the Gulf Squadrons only. They will, however, touch at Hampton Roads on their return trip. The steamer *Massachusetts* will run as a supply vessel for the Atlantic Squadrons.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer L. M. GOLDSBOROUGH.

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*Extract from report of Commander Baldwin, U. S. Navy, commanding U. S. S. Vermont, of the service of the U. S. S. Kensington to that vessel, en route from Boston to Port Royal, S. C.*

U. S. S. VERMONT,
*Port Royal, S. C., April 19, 1862.*

SIR: I have the honor to submit the following details attendant upon the passage of this ship from Boston to this port:

The *Vermont* left Boston on the morning of the 24th of February last in tow of two tugboats, the steamer *Kensington* in company

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with orders to accompany and tow the *Vermont* to this port. At 8:30 o'clock a. m. she took us in tow. At noon of that day air light and water smooth, steering E. S. E. At 2 o'clock p. m. took two reefs in topsails and set the courses, mainsail (single reefed), jib, and spanker. During the afternoon thick, hazy weather, with rain. At half past 7 o'clock p. m., when near Cape Cod Light, a heavy squall from the westward, accompanied with snow, struck the ship; reduced sail to double-reefed topsails and jibs. The tow lines were let go by the *Kensington*. The wind increased to a gale from the northwest, of excessive violence, and the ship refusing to obey her helm broached to with all after sail furled, and in a few minutes had her sails torn from the yards. * * *

Respectfully, your obedient servant,

AUG. S. BALDWIN,
*Commander, U. S. S. Vermont.*

Flag-Officer S. F. DU PONT,
*Comdg. S. Atlantic Blkdg. Squadron, Port Royal, S. C.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, on arrival at New York from a supply trip to the squadrons.*

U. S. S. CONNECTICUT,
*Navy Yard, New York, April 28, 1862.*

SIR: I have the honor to report my return to this port after an absence of forty-seven days. The additional distance performed over that of previous voyages, namely, from Galveston to the Rio Grande and twice ascending the Mississippi, will account satisfactorily for the time occupied in accomplishing it. The distance run on the outward voyage was 3,329 miles and returning about 100 miles less, making a grand total in the distance this vessel has steamed 6,500 miles.

All the duty usually performed by this vessel has this voyage been as attentively executed as on my previous ones, with this difference, that the labor has greatly increased, owing to the increase in the number of vessels forming the different fleets along our extended coast. The communication has been thoroughly maintained between the flag-officers and their squadrons and the services of the *Connecticut* have been as varied as, I trust, they have been advantageous to the Government.

On the 17th of March, while attempting to enter the harbor of Brunswick, having no other guide but a coast-survey chart, going slowly (and having obtained as supposed the position of the *Connecticut*, ascertained by three ranges on known objects on shore), suddenly we passed from 4 fathoms of water to 2 fathoms, and almost instantly we were hard and fast ashore, the tide being flood at the time; and hoping to get her off, I made an attempt, of course, to do so, but finding out after a time I could not back the steamer off into deep water with the engine, I caused one of the bower anchors to be carried out, in order to hold her in her position till an effort could be made to extricate her. On the ebb tide making, the boilers were emptied and the cargo moved, so as to bring the *Connecticut* on an even keel. By this it was found by calculation we could lessen her

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draft some 18 inches. This executed, I waited for the evening tide. The precautions taken, I am happy to inform the Department, were perfectly successful, and in less than twelve hours after taking the ground the *Connecticut* was once more afloat, without the loss of a dollar's worth or the slightest injury to the vessel. During the while we were on shore the sea was perfectly smooth and the steamer lay perfectly quiet. I find the chart furnished me was an incomplete one, on comparing it with one of later date on board the steamer *Pocahontas*.

In my previous reports I had much satisfaction in giving my testimony (from actual observation) as to the condition and effectiveness of the blockade along the whole of our coast, and have invariably spoken of it as wonderfully complete. I regret it is not in my power to make as favorable report on this subject as heretofore. To particularize: The Atlantic blockade is well and effectively continued; so can be equally and truly said regarding the eastern division in the Gulf. After passing the division line of that squadron the blockade is so only in semblance, and is simply a thing in name, without power or efficiency.

To explain: At Pensacola there is no blockade, save a small schooner cruising between Santa Rosa Inlet and Fort Pickens. At Mobile the *Preble* and *Vincennes* are supposed to perform that duty, and from thence to Ship Island, a distance of nearly 50 miles, one of the gunboats is stationed to protect the two sailing sloops and guard the three passages through to the sea from the Mississippi Sound. In short, this gunboat comprises the whole effective blockade along 50 miles of coast, including the important entrance to Mobile.

As a proof of the ineffectiveness of the two sloops as blockaders, the day before I was last at Mobile a large schooner ran the blockade in daylight and in full sight, and though every effort was made by the officers to prevent the schooner accomplishing her purpose, she succeeded, the sloops having drifted in their purpose to intercept her some miles out of position, caused by the strong westerly current and head wind then prevailing. At Ship Island the *New London* and *Calhoun* are supposed to be sufficient protection to the immense amount of property (not to mention the very large fleet of transports) accumulated at that point, notwithstanding it is notorious that the rebels have now several powerful gunboats ready for service, with others known to be building and ready at an early day. The Head of the Passes of the Mississippi being in possession of the fleet, of course is well stopped. From the South West Pass to Ship Island Shoals, an extent of coast comprising upward of 95 miles having numerous bays and inlets opening to the Gulf, all navigable to vessels drawing less than 10 feet, is blockaded by one steamer. The *De Soto* was the vessel thus employed on my going down the coast. On my return the *De Soto* had been relieved by the gunboat *Itasca*, which vessel I found anchored 10 miles southwest of Fort Livingston (situated on the right of the entrance to Barataria Bay). From Ship Island Shoals along the coast via Sabine Pass to Galveston, a distance of about 207 miles, there is not even a show of the blockade, notwithstanding Atchafalaya Bay, Berwick Bay, and other numerous openings in the shores are notoriously known as

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the points of entrance and egress of half the vessels employed in running the blockade, and whose arrivals and departures at Havana and Nassau are heralded to the world as a proof of the inability of the Government to maintain an efficient blockade from Galveston to the Rio Grande. The watching of that extensive coast is in charge of the *Santee* and two of the purchased sailing vessels. The Rio Grande has been blockaded by the sloop *Portsmouth*, but she had left before we reached that point. (We found her at the South West Pass on our return trip.)

The foregoing are the facts as they presented themselves to our actual observation. I state them (desiring to make no comments) with the view that the Department may be thoroughly informed on this important matter, bearing as it must on the ultimate and speedy suppression of the rebellion.

Accompanying this you will find a full and complete list of passengers, with their description, rating, and cause of their return to the North; all the abstracts of the voyage going out and returning; also a list of the provisions issued and the amount debited to each vessel supplied.

You will doubtless be pleased to be informed of the general most excellent health that prevails in the different squadrons. This is reliable, as I obtained the information personally from the medical department of each vessel. To the credit and honor of the Department this can be said, that through its precautions not one case of scurvy has occurred since the inauguration of the blockade, save a few cases early in the war on board the *Savannah*, resulting from a combination of circumstances which the Department could not foresee or prevent.

I am happy to inform the Department of the excellent health of the officers and crew of this vessel.

I am, sir, very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Flag-Officer McKean, U. S. Navy, to Acting Master Crocker, U. S. Navy, commanding U. S. S. Kensington.*

U. S. FLAGSHIP NIAGARA,
*Key West, April 29, 1862.*

SIR: You will proceed in the U. S. S. *Kensington*, under your command without delay to the Pass à l'Outre, mouth of the Mississippi, and report to Flag-Officer D. G. Farragut, commanding Western Gulf Squadron.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
*Flag-Officer, Comamnding Eastern Gulf Squadron.*

Acting Master FREDERICK CROCKER,
*Commanding U. S. S. Kensington, Key West, Fla.*

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*Order of Flag-Officer Farragut, U. S. Navy, to Commander Colvocoresses, U. S. Navy, commanding U. S. ship Supply, regarding distribution of supplies.*

U. S. FLAGSHIP HARTFORD,
*Off the City of New Orleans, April 30, 1862.*

SIR: You will proceed with the U. S. storeship *Supply* under your command up to the quarantine, 5 miles above the forts, and anchor your vessel, in order to give supplies to the vessels of this squadron as they may require them.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
*Flag-Officer Western Gulf Blockading Squadron.*

Commander GEORGE COLVOCORESSES,
*Commanding U. S. Storeship Supply.*

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*Letter from the Secretary of the Navy to the Secretary of the Treasury, requesting permission for Gilbert & Sweney to carry cargo of supplies to naval forces at New Orleans.*

NAVY DEPARTMENT, *May 6, 1862.*

SIR: I have the honor to request that Messrs. Gilbert & Sweney may be permitted to send a cargo of ice, fresh beef, poultry, sheep, and fresh vegetables to New Orleans, for the purpose of supplying those articles to the naval forces of the United States there, with restrictions not to carry any other articles than those above mentioned, nor any spirituous or intoxicating liquors, nor to trade with any other persons than those in the naval service of the United States, under a penalty of a forfeiture of their vessel and cargo, or any other penalty that you may think more judicious to impose.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Hon. S. P. CHASE,
*Secretary of the Treasury.*

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*Order of Flag-Officer Du Pont, U. S. Navy, to Lieutenant Cooper, U. S. Navy, commanding U. S. S. Massachusetts, regarding distribution of supplies for blockading vessels.*

FLAGSHIP WABASH,
*Port Royal Harbor, S. C., May 6, 1862.*

SIR: In accordance with the instructions from the Department exhibited to me you will proceed with the *Massachusetts* under your command to supply the blockading ships of the squadron stationed along the coast to the southward.

First, at Wassaw Sound, where you will find the *Sumpter*, Lieutenant Commanding Pattison (senior officer), and the *Vandalia*, Lieutenant Commanding Wells.

Second, at St. Simon's, where you will find the *Florida*, Commander J. R. Goldsborough (senior officer); the *Wamsutta*, Lieutenant

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Commanding Semmes; the *Potomska*, Acting Lieutenant Commanding Watmough, and the *Uncas*, Acting Master Crane.

Third, at Fernandina, where you will find the *Pawnee*, Commander Drayton; the *Hope*, Acting Master Rockwell, and the *Darlington*, Acting Master Godfrey.

Fourth, at St. John's, where you will find the *Seneca*, Lieutenant Commanding Ammen (senior officer); the *Pembina*, Lieutenant Commanding Bankhead; the *Isaac Smith*, Lieutenant Commanding Nicholson, and the *Patroon*, Acting Master Lelar. This last-named vessel will leave early in the morning direct for the St. John's River, to inform Lieutenant Commanding Ammen that you are on your way down, that he may come to the mouth of the river. I have directed him to employ the *Patroon* to cross the bar and take on board the supplies intended for the vessels inside, which are much in want of them.

Fifth, off Mosquito Inlet, where you will find the *Penguin*, Lieutenant Commanding Williamson (senior officer), and the *Henry Andrew*, Acting Master Harris, the former outside the bar, the latter within.

After supplying the vessels above named you will return to this port.

You will receive on board Assistant Paymaster Heberton, who goes down to join the *Henry Andrew;* also two marines for the *Pawnee*, a rifled gun, and some ordnance stores for the same vessel.

As you go down the coast, and on your return, you will please keep a good lookout for suspicious vessels.

Respectfully, etc.,

S. F. Du Pont,
*Flag-Officer.*

Lieutenant Commanding G. H. Cooper,
*U. S. S. Massachusetts, Port Royal.*

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*List of vessels supplied by the U. S. dispatch steamer Massachusetts on outward trip, May 2–11, 1862.*

| Date. | Vessel. | Station. | Date. | Vessel. | Station. |
|---|---|---|---|---|---|
| May 2 | U. S. S. Monticello.. | Off Wilmington, N. C. | May 6 | U. S. S. Keystone State. | Port Royal, S. C. |
| May 3 | U. S. bark Gem of the Sea. | Off Georgetown, S. C. | May 6 | U. S. S. Wyandotte. | Do. |
| May 3 | U. S. S. Norwich... | Do. | May 6 | U. S. S. James Adger. | Do. |
| May 4 | U. S. bark Restless. | Off Bull's Bay, S. C. | May 6 | U. S. S. Ellen..... | Do |
| May 4 | U. S. S. Augusta... | Off Charleston, S. C. | May 6 | U. S. S. Mohican... | Do. |
| May 4 | U. S. S. Bienville... | Do. | May 6 | U. S. ship Vermont. | Do |
| May 4 | U. S. S. Alabama... | Do. | May 6 | U. S. ship Relief ... | Do. |
| May 4 | U. S. S. Flambeau.. | Do. | May 7 | U. S. ship Vandalia. | Wassaw Inlet, Ga. |
| May 4 | U. S. S. Pocahontas. | Do. | May 7 | U. S. S. Sumpter... | Do. |
| May 4 | U. S. S. Unadilla... | Do. | May 8 | U. S. S. Florida.... | St. Simon's Bay, Ga. |
| May 4 | U. S. bark Roebuck. | Do. | May 8 | U. S. S. Wamsutta. | Do. |
| May 4 | U. S. ship Onward.. | Do. | May 8 | U. S. S. Potomska.. | Do. |
| May 4 | U. S. S. Ottawa.... | Off Stono Inlet, S. C. | May 8 | U. S. S. Uncas..... | Do. |
| May 6 | U. S. S. Wabash.... | Port Royal, S. C. | May 9 | U. S. S. Pawnee.... | Fernandina, Fla. |
| May 6 | U. S. S. Huron..... | Do. | May 11 | U. S. S. Penguin... | Mosquito Inlet, Fla. |
| May 6 | U. S. S. Madgie..... | Do. | May 11 | U. S. S. Henry Andrews. | Do. |



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Could not supply the vessels at St. John's, Fla., on the outward passage owing to a heavy sea on the bar, which prevented the dispatch steamer from coming out.

Respectfully, your obedient servant,

G. H. COOPER,
*Lieutenant, Commanding Steamer Massachusetts.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*List of vessels supplied by the U. S. dispatch steamer Massachusetts on homeward trip, May 12, 1862.*

| Date. | Vessel. | Station. | Date. | Vessel. | Station. |
|---|---|---|---|---|---|
| May 12 | U. S. S. Seneca..... | St. John's River, Fla. | May 14 | U. S. S. O. M. Pettit. | Port Royal, S. C. |
| | | | May 14 | U. S. S. Mercury... | Do. |
| May 12 | U. S. S. Isaac Smith. | Do. | May 15 | U. S. S. James Adger. | Off Charleston, S. C. |
| May 12 | U. S. S. Mohican... | St Simon's Bay, Ga. | May 15 | U. S. S. Ottawa.... | Do. |
| May 12 | U. S. S. Uncas..... | Do. | May 15 | U. S. S. Augusta... | Do. |
| May 14 | U. S. S. Ellen..... | Port Royal, S. C. | May 15 | U. S. S. Flambeau.. | Do. |
| May 14 | U. S. S. Pembina... | Do. | May 15 | U. S. S. Bienville... | Do. |
| May 14 | U. S. S. Bibb..... | Do. | May 15 | U. S. S. Pocahontas. | Do. |
| May 14 | U. S. S. Dawn..... | Do. | May 15 | U. S. S. Madgie..... | Do. |
| May 14 | U. S. S. Huron..... | Do. | May 15 | U. S. S. Unadilla.... | Do. |
| May 14 | U. S. S. Wabash.... | Do. | May 15 | U. S. bark Roebuck. | Do. |

Respectfully, your obedient servant,

G. H. COOPER,
*Lieutenant, Commanding Steamer Massachusetts.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Flag-Officer Farragut, U. S. Navy, to Commander Colvocoresses, U. S. Navy, commanding U. S. ship Supply, to proceed North.*

U. S. FLAGSHIP HARTFORD,
*Off New Orleans, May 7, 1862.*

SIR: You will discharge everything out of the *Supply* that remains on board (after the fleet have sailed) into the *Fearnot*, and take on board the broken guns from this ship as ballast, and when so discharged you can proceed north, and upon your arrival report to the honorable Secretary of the Navy.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
*Flag-Officer Western Gulf Blockading Squadron.*

Commander GEORGE COLVOCORESSES,
*Commanding U. S. Storeship Supply.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, requesting instructions regarding movements.*

U. S. S. CONNECTICUT,
*Navy Yard, New York, May 9, 1862.*

SIR: I have the honor to inform the Department that this vessel will be ready for sea on the 14th instant. As I understand there will be some change as regards the present trip, will the Department be pleased to furnish me further instructions concerning it?

I am, sir, very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, acknowledging orders to the U. S. S. Cimarron.*

U. S. S. CONNECTICUT,
*Navy Yard, New York, May 9, 1862.*

SIR: I have the honor most gratefully to acknowledge the receipt of preparatory orders to the *Cimarron*. I shall use all dispatch in making this voyage.

I am, sir, very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, regarding the duties of that vessel.*

NAVY DEPARTMENT, *May 10, 1862.*

SIR: Hereafter the U. S. S. *Connecticut* will not supply the vessels of the Atlantic Squadrons and will touch at Port Royal only on the way to the Gulf. The Eastern Gulf Squadron commences at Cape Canaveral. On your return trip you will touch both at Port Royal and Hampton Roads, forwarding your mails, as usual, from the latter point to the Department. You will continue to bring home the sick and wounded from Port Royal and Hampton Roads and from any of the vessels of the Atlantic Squadrons that you may communicate with. Proceed on this service as soon as the *Connecticut* is ready for sea.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander M. WOODHULL,
*Commanding U. S. S. Connecticut, New York.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, regarding departure from New York and arrival at Port Royal, S. C., on supply trip.*

U. S. S. CONNECTICUT,
*Port Royal, May 18, 1862.*

SIR: I have the honor to inform you that we left the navy yard, New York, on the afternoon of Wednesday, May 14. After getting our powder on board at Ellis Island and receiving the mails we proceeded to sea at 3 a. m. on the 15th. The steamer works well, and started off in fine style, with a light pressure of steam going 13 knots; the weather bad and foggy.

Enclosed I send you a list of passengers on board either by your order or permission. I believe there are no absentees; however, the list will inform the Department if there has been any failure on the part of those directed to take passage in the *Connecticut*. It is very difficult to determine who is not on board till after we get to sea, which will account for my not reporting till I arrive at my first port of communication.

The draft of 225 men put on board of me from the *North Carolina* destined to the squadrons have conducted themselves in a very mutinous manner, and at one time threatened violence and riot, but I am happy to inform the Department I took such precautions that suppressed it immediately. This draft is composed of the worst material I have yet encountered since the commencement of the war.

We arrived here last evening, fifty-eight hours from New York. I am happy to inform the Department of the continued good health of the officers and crew.

I am, sir, very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, of arrival at Hampton Roads on return from supply trip to the squadrons.*

U. S. S. RHODE ISLAND,
*Hampton Roads, Va., May 20, 1862.*

SIR: I have the honor to report the arrival here of this vessel on her return from another trip to the blockading squadrons.

The *Rhode Island* sailed from Philadelphia on the 5th ultimo and arrived at Hampton Roads on the 7th, where she was detained until the 12th in receiving on board a propeller for the U. S. S. *Mercedita*, a crosshead for the U. S. S. *Mississippi*, and a large quantity of shell and shrapnel for the squadron.

On the afternoon of the 1st instant she reached the fleet off New Orleans, delivered the dispatches to Flag-Officer Farragut, furnished the vessels with supplies, got underway at 5 p. m. the following day to continue her course to the westward, and I regret to state that in

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turning to head down the river the sheer of the steamer was checked by a strong eddy caused by the freshet, and she grounded on a bank near the levee on the Algiers side. The steam tug *St. Charles* was soon sent to our assistance, and on the 3d instant another, the *Sallie Robinson*, was also dispatched. They not being of sufficient power to move us, we commenced to lighten the ship by taking out the coal and other weighty material. At midday on the 6th, aided by the U. S. S. *Katahdin* and the tugs already referred to, we succeeded in getting the steamer off without her having sustained the slightest injury, as the bank on which we struck was composed of soft mud.

The articles removed were speedily replaced, and we left New Orleans on the 8th.

In consequence of the attendant delay Flag-Officer Farragut decided not to send the *Rhode Island* to the westward, and directed the steamer *Kensington* to proceed with the mails, etc., to the western limits of Texas.

In proceeding down the river we landed on the 9th instant, for the naval hospital at Pilot Town, all the fresh provisions, ice, etc., required by the surgeon in charge, then proceeded outside and received from the U. S. S. *Colorado* the rebel prisoners. Continuing on our course, we arrived at Ship Island the following morning, and there met the mortar fleet; furnished the vessels with fresh supplies, received the mails, communicated with the vessels off Mobile, and arrived off Fort Pickens at 10 the same evening. A boat came off soon after with the intelligence that Fort Barrancas had been evacuated by the rebels the day before, and that General Arnold desired this steamer to remain until the next day for his dispatches.

Early on the morning of the 11th the *Rhode Island* stood in for the harbor and anchored soon after inside, abreast of Fort Pickens. It was a thrilling sight to see the Old Flag waving over the forts and navy yard.

Commander Porter, with the *Harriet Lane*, was there, aiding General Arnold in the transportation of his troops to occupy the forts on the opposite shore.

The rebels before evacuating endeavored to destroy all the public works, and General Arnold, to prevent the consummation of this vile act, opened a heavy fire of shot and shell upon them, and by this means saved Fort Barrancas, the light-house, and the barracks.

The naval hospital and nearly all the buildings in the navy yard were destroyed.

It is said that the strongest Union feeling prevails in the town of Pensacola and the inhabitants desire to be secured protection by our forces, in order that they may make public demonstrations of their loyalty.

Upon conferring with Commander Porter as to whether the *Rhode Island* could render any aid in getting the troops over, he urged me to push on with all dispatch with the mails and the information that Pensacola and all its defenses are in the hands of our forces. I left immediately, touching at Key West for coal.

On the 2d instant Flag-Officer Farragut commenced dispatching his vessels up the river, and himself followed in the *Hartford* on the afternoon of the 7th, leaving off New Orleans the *Pensacola*, *Portsmouth*, and *Katahdin*.

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Intelligence was brought on the 8th by a deserter from the rebel Camp Moore, near Baton Rouge, that the stars and stripes were waving over that city and that our gunboats were reconnoitering the river above. Considerable Union feeling was evinced in Baton Rouge upon the arrival of our forces.

Flag-Officer McKean, with the *Niagara*, was at Key West on the 16th instant.

The *Rhode Island* stopped at Port Royal on the 17th instant, received the mails, and early next morning got underway again. The U. S. S. *Connecticut* was about entering Port Royal as the *Rhode Island* left.

During the last trip of the *Rhode Island* she has supplied 118 vessels, being 20 more than on the previous one.

A draft of 75 men, received from the receiving ship *Princeton*, was delivered to the U. S. S. *Vermont* at Port Royal for service in the South Atlantic Squadron.

I have the honor to forward the usual abstracts required by the Department, together with a copy of Flag-Officer Farragut's instructions relating to the return of this vessel.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
*Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

[Enclosures.]

***List of vessels spoken and boarded by the U. S. S. Rhode Island, outward trip, sailing from Philadelphia April 5, 1862.***

| Date. | Name, cargo, etc. | Location. | Proceedings. |
|---|---|---|---|
| Apr. 13, 5:40 a. m... | Boarded English bark J. K. L., from Belize, bound to London, with cargo mahogany, cocoanuts, etc. | Latitude 34° 40', longitude 75° 50'. | Examined her papers, and finding them crorect, permitted her to proceed on her course. |
| Apr. 14, 10:30 a. m.. | Boarded English bark Jane Savage, from Havana to North Shields, cargo of sugar. | Latitude 33° 26', longitude 78° 02'. | Same. |
| Apr. 14, 11:40 a. m.. | Boarded American schooner Abigail Haley, from Key West to Philadelphia, in ballast. | Off Cape Lookout..... | Same. |
| Apr. 14, 12:30 p .m.. | Spoke American brig John Balch, from Sagua La Grande to Newport, R. I. | Off Frying Pan Shoals. | This vessel not being of a suspicious character, she was allowed to proceed. |
| Apr. 15, 6 p. m..... | Spoke propeller George's Creek, from Port Royal for New York. | 13 miles S. S. E. of Charleston Bar. | Same. |
| Apr. 25, 9:30 a. m... | Boarded American schooner Aristides, from Key West for Charlotte Harbor, fishing. | Off Charlotte Harbor. | Examined her papers, and finding them correct, permitted her to proceed on her course. |
| Apr. 28, 9:30 p. m... | Spoke American ship General Putnam, from Ship Island, bound to New York. | 6 miles S.E. of Chandeleur Island light. | This vessel not being of a suspicious character, she was allowed to proceed. |

Respectfully submitted.

STEPHEN D. TRENCHARD,
*Lieutenant, Commanding.*

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*List of vessels boarded and spoken by the U. S. S. Rhode Island, return trip, sailing from New Orleans May 8, 1862.*

| Date. | Name of vessel, cargo, etc. | Location. | Proceedings. |
|---|---|---|---|
| May 12, 7:30 p. m... | Boarded American schooner Belle of the Cape, from Key West, bound to Havana, with cargo of fish. | 15 miles S. W. of Egmont Key. | Examined the vessel's [papers], and finding them correct, permitted her to proceed on her course. |
| May 13, 3:20 a. m... | Spoke U. S. schooner Saml. Rotan, from Key West, bound to St. Marks. | Off Charlotte Harbor.. | This vessel not being of a suspicious character, she was allowed to proceed. |
| May 15, 7:15 p. m... | Spoke American bark Mountain Eagle, from New York, bound to Key West. | Off Key West, waiting for pilot. | Same. |
| May 16, 5:20 a. m... | Passed the wreck of an hermaphrodite brig, of about 160 tons, starboard quarter above water, spars floating around her. | 15 miles N. E. Carysfort light. | |
| May 16, 7 a. m..... | Boarded American brig John Butler, from Havana, bound to New York, with cargo of sugar, etc. | Off Carysfort Reef..... | Examined papers, and finding them correct, permitted her to proceed. |
| May 16, 10:30 a. m.. | Spoke American schooner Adele, from Sagua la Grande to Portland, Me. | Same..... | This vessel not being of a suspicious character, she was allowed to proceed. |
| May 17, 8:40 a. m... | Boarded American steamer Columbia, from New York, bound to Havana, with passengers, mails, etc. | Latitude 30° 50', longitude 80° 30'. | Same. |

Respectfully submitted.

STEPHEN D. TRENCHARD,
*Lieutenant, Commanding.*

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U. S. FLAGSHIP HARTFORD,
*Off New Orleans, May 7, 1862.*

SIR: So soon as you have taken on board the articles which were taken out of your vessel to lighten her, you will proceed with her to the North, to the port from whence you sailed, taking my dispatches and mails, also the mails of General Butler and his bearer of dispatches, Colonel Denning. On your arrival at Pilot Town you will land your provisions for the sick, then take from the *Colorado* all the rebel prisoners and then proceed north, as above directed, and deliver your prisoners to commandant of the navy yard or receive his further directions as to their disposal.

You will also report to the Department your getting your ship on shore as the reason why I did not send you down south. I wish you to make as little delay as possible at each stopping place, as it is all important that my dispatches should reach the Department as soon as possible.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
*Flag-Officer, Western Gulf Squadron.*

Commander S. D. TRENCHARD,
*Commanding U. S. S. Rhode Island.*

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*Letter from Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, to district judge at Key West, enclosing prize lists for the capture of schooners Adeline and Emma.*

U. S. S. CONNECTICUT,
*Key West, May 22, 1862.*

SIR: Being informed that the shares of prize money are made up by the court in which the vessels were condemned, I enclose you the muster rolls of the *Connecticut* at the time of her taking the schooners *Adeline* and *Emma*, both of which were condemned by the court at this place, in order that the prize lists may be made out for those captures.

I am, sir, very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Judge WM. MARVIN,
*U. S. District Judge, Key West.*

This vessel is acting directly under the orders of the Secretary of the Navy, and perfectly independent of all flag-officers.

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*Order of Flag-Officer McKean, U. S. Navy, to Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, transmitting list of vessels to be supplied in East Gulf Squadron.*

U. S. FLAGSHIP NIAGARA,
*Key West, May 22, 1862.*

SIR: I transmit herewith a list of the vessels belonging to the Eastern Squadron, stationed to the westward of this place. You will be particular to communicate with these vessels, both going and returning, as many of them have been a long time without fresh provisions, and it is also highly important that I should receive reports from them on your return to this place.

I am, respectfully, your obedient servant,

WM. W. MCKEAN,
*Flag-Officer, Commanding Eastern Gulf Squadron.*

Commander M. WOODHULL,
*Commanding U. S. S. Connecticut, Key West, Fla.*

---

*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, announcing readiness for departure from Key West, Fla.*

U. S. S. CONNECTICUT,
*Key West, May 22, 1862.*

SIR: I have the honor to inform you that this vessel will be ready for sea this evening, and that, with your permission, I shall continue my voyage at early daylight to-morrow morning.

I have to request that the mails be sent on board this evening, if convenient.

I am, sir, very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Flag-Officer MCKEAN,
*Key West.*

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*Order of Flag-Officer Goldsborough, U. S. Navy, to Commander Totten, U. S. Navy, for the charter of a schooner to carry supplies to forces in James River, Virginia.*

U. S. FLAGSHIP MINNESOTA,
*Hampton Roads, May 24, 1862.*

SIR: Charter a vessel and put on board of her as many rations of provisions, complete in every respect, together with a corresponding quantity of small stores, including, of course, candles, soap, etc., as she can carry. Let her be a schooner of some 150 or 200 tons. She is to carry the supplies to our forces up the James River, but I want you to direct her to report to me either here or at Norfolk, at whichever place this ship may happen to be at the time of her appearance hereabouts, in order that I may send a vessel to accompany her in case I should judge such a step necessary. No clothing need be put on board of her. Arrange so that I can have the privilege of sending her anywhere I please inside of Cape Henry. Have a clerk put on board of her to take charge and distribute the articles, and let him be appointed by your paymaster, subject to my approval.

I should like the vessel to get here by or about the 1st of June, a week or so hence.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
*Flag-Officer, etc.*

Commander B. J. TOTTEN,
*U. S. Ship Brandywine, Baltimore, Md.*

P. S.—In case this ship should be at Norfolk when the schooner reaches Hampton Roads, the vessel herself need not come there, but only her captain to report to me. Steamers are now running frequently between these roads and Norfolk.

Be good enough to acknowledge the receipt of this communication without delay, as it is important for me to be assured that it has reached you in safety and season, and that the business it directs is going forward.

I am, etc., L. M. G.

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*Report of Commander Totten, U. S. Navy, regarding the charter of schooner to carry supplies to forces in James River, Virginia.*

BALTIMORE, MD., *May 26, 1862.*

SIR: Your letter of the 24th is received.

I have chartered a schooner in compliance therewith of 160 tons. She will be alongside of the ship to-morrow morning, and, as soon as loaded, probably on the evening of the 28th, she will sail to report to you at Hampton Roads or Norfolk.

I will send by her copy of charter party, etc.

I am, respectfully,

B. J. TOTTEN,
*Commander.*

Flag-Officer L. M. GOLDSBOROUGH.

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*Order of Flag-Officer Du Pont, U. S. Navy, to Acting Volunteer Lieutenant Manton, U. S. Navy, commanding U. S. ship Relief, to proceed to New York.*

FLAGSHIP WABASH,
*Port Royal Harbor, S. C., May 28, 1862.*

SIR: You will please proceed to sea with the U. S. ship *Relief*, under your command, and report yourself to Flag-Officer Paulding, commanding the United States naval station at New York.

Numerous invalids and other persons have been directed to report to you for a passage north. Such individuals as have been ordered on board the *Relief*, who belong to vessels lately taken while endeavoring to run the blockade, you will make a special report of to Commodore Paulding, and not let them land until you receive his instructions.

I avail myself of this occasion to express my warm commendation of the zeal, ability, and readiness which you have always shown while under my command in this squadron.

Respectfully, your obedient servant,

S. F. DU PONT,
*Flag-Officer, Comdg. South Atlantic Blockading Squadron.*

Acting Volunteer Lieutenant B. D. MANTON,
*Commanding U. S. ship Relief, Port Royal, S. C.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, desiring to make prompt disposition of draft of men brought for the West Gulf Squadron.*

U. S. S. CONNECTICUT,
*New Orleans, May 30, 1862.*

SIR: I have a draft of men on board this vessel for Flag-Officer Farragut's Squadron. Will you be pleased to direct what disposition is to be made of them?

My orders are to use dispatch. My cargo is extra perishable, and especially so in this extremely warm weather, which all my endeavors to preserve I fear will be unavailable if detained.

An officer from the *Portsmouth* has visited me and wants this vessel to go to where she is located; to get up steam for that purpose would be rather an expensive undertaking, especially as there will be an army steamer going up the river at 4 p. m., on board of which all the *Portsmouth's* supplies could be transported to ———.

Will you give your orders as regards what is to be done with the stores on board ordered to be delivered to the stofekeeper at Ship Island? As there is no storehouse or storekeeper at that place, I was compelled to keep them on board the *Connecticut* to await further orders.

I should like to proceed on the continuation of my voyage tomorrow morning. I will be back at this anchorage in five days. My ability to carry coals for the voyage is not great, but sufficient if not expended while laying at anchor with banked fires. My expenditure is 12 tons per day, a little less than half my expenditure while under full steam.

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Will you be pleased to give me all the dispatch under the circumstances so much desired.

I am, sir, very respectfully, etc.,

M. WOODHULL,
*Commander, U. S. Navy.*

Captain HENRY W. MORRIS, U. S. Navy,
*U. S. S. Pensacola, Senior Officer at New Orleans.*

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*Order of Flag-Officer Farragut, U. S. Navy, to Acting Master Crocker, U. S. Navy, commanding U. S. S. Kensington, to furnish explanation of delay.*

U. S. FLAGSHIP HARTFORD,
*Off New Orleans, La., May 31, 1862.*

SIR: I am directed by the Department to require an explanation of your long delay in reaching the Gulf after leaving Port Royal. You will therefore reply to the following communication.

Very respectfully, your obedient servant,

[D. G. FARRAGUT],
*Flag-Officer Western Gulf Blockading Squadron.*

Acting Master FRED. CROCKER,
*Commanding U. S. S. Kensington.*

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*Report of Flag-Officer Goldsborough, U. S. Navy, of arrival of U. S. S. Massachusetts at Norfolk, Va.*

U. S. FLAGSHIP MINNESOTA,
*Norfolk, Va., May 31, 1862.*

Sir:

* * * * * * *

The *Massachusetts* arrived here this morning on her way southward. She will leave this afternoon.

* * * * * * *

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
*Flag-Officer, Comdg. North Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Master Crocker, U. S. Navy, commanding U. S. S. Kensington, regarding cause of delay in reaching the Gulf Squadron.*

U. S. S. KENSINGTON,
*New Orleans, June 1, 1862.*

SIR: By order of Flag-Officer D. G. Farragut, I beg respectfully to explain to the Department the cause of my long delay in reaching the Gulf after leaving Port Royal.

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The *Kensington* sailed from Port Royal on the evening of the 16th of April, and taking the most direct route, deviating only to chase suspicious vessels, arrived on the 20th at Key West, where my orders from the Department required me to touch. At Key West I reported to Flag-Officer McKean, who ordered me to fill up my coal, and also to condense water for the following vessels of the United States: Bark *Pursuit*, schooner *Samuel Rotan*, steamer *De Soto*, steamer *R. R. Cuyler*, steamer *Somerset*, ship *Pampero*, ship *Nightingale*, prize steamer *Florida*.

A part of the time the condensing was done slowly by only one pump, the other (a new invention) being out of order and in the hands of the engineers, repairing.

While thus employed the boiler gave out and two days were consumed in repairs on that.

In coaling, in condensing, and in repairing, all under orders from Flag-Officer McKean, ten days were employed, and on the 30th of April I started from Key West for the Mississippi, and arrived at New Orleans on the morning of the 3d of May, making the passage from Port Royal to New Orleans in seven days, exclusive of the time I was under the orders of Flag-Officer McKean.

I beg leave to add that from first to last there was no unnecessary delay on my part, and all my officers and men attended to their duty strictly and industriously. The engine and boiler, however, have been from the first a source of continual trouble and delay, and, in my opinion, there are great deficiencies either in the engine or in its management.

I had the honor to express the same opinion in my report from Port Royal in March last. Before leaving Key West, I desired to report my movements to the Department, but was assured by Flag-Officer McKean that it was not necessary.

I am, respectfully, your obedient servant,

FREDERICK CROCKER,
*Acting Master, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Letter from Commander Woodhull, U. S. Navy, to Captain Eagle, U. S. Navy, commanding off Galveston, offering the services of the U. S. S. Connecticut, to enforce the demand for surrender of the city.*

U. S. S. CONNECTICUT,
*Off Galveston, June 2, 1862.*

MY DEAR CAPTAIN: Having been informed that you had required the surrender of the town of Galveston, I hereby offer you the assistance of my ship, if her services can be made available toward compelling the enemy to comply with your demand.

Very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Captain HENRY EAGLE, U. S. Navy,
*Commanding U. S. Frigate Santee, off Galveston.*

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*Order of the Secretary of the Navy to Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, to proceed on supply trip to the Gulf of Mexico.*

NAVY DEPARTMENT, *June 2, 1862.*

SIR: Hereafter the U. S. S. *Rhode Island* will not supply the vessels of the Atlantic Squadrons, and will touch at Port Royal only on the way to the Gulf. The Eastern Gulf Squadron commences at Cape Canaveral. On your return trip you will touch both at Port Royal and Hampton Roads, forwarding your mails as usual from the latter place to the Department. You will continue to bring home the sick and wounded from Port Royal and Hampton Roads and from any of the vessels of the Atlantic Squadron that you may communicate with. Proceed on this service as soon as the *Rhode Island* is ready for sea, and enter Boston on your return.

I am, respectfully,

GIDEON WELLES.

Lieutenant S. D. TRENCHARD,
*Commanding U. S. S. Rhode Island, Boston.*

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*Order of Flag-Officer Farragut, U. S. Navy, to Lieutenant Harrell, U. S. Navy, commanding U. S. S. Miami, urging the need of provisions.*

U. S. FLAGSHIP HARTFORD,
*Off New Orleans, June 2, 1862.*

SIR: You will order the bark *C. W. Poultney* to proceed immediately to the South West Pass and come up the Mississippi as soon as possible. We are greatly in want of provisions.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
*Flag-Officer Western Gulf Blockading Squadron.*

Lieutenant Commanding A. D. HARRELL,
*Commanding U. S. S. Miami.*

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*Order of Flag-Officer Farragut, U. S. Navy, to Acting Master Crocker, U. S. Navy, commanding U. S. S. Kensington, to proceed to Key West with provisions.*

U. S. FLAGSHIP HARTFORD,
*New Orleans, June 5, 1862.*

SIR: You will proceed with the vessel under your command to Key West and report to Flag-Officer W. W. McKean, to take a load of provisions for this squadron.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
*Flag-Officer Western Gulf Squadron.*

Acting Master FRED. CROCKER,
*Commanding U. S. S. Kensington.*

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*Report of Commander Totten, U. S. Navy, commanding U. S. ship Brandywine, of arrival at Hampton Roads.*

U. S. SHIP BRANDYWINE,
*Hampton Roads, June 9, 1862.*

SIR: I have to report the arrival of this vessel here, having left Baltimore on the 6th in tow of the U. S. S. *Mystic.*

In consequence of heavy weather we were obliged to anchor in the Roads. As soon as I can get the vessel secured at her moorings I shall have the honor of reporting to you in person.

I forward herewith a list of what stores are now on board subject to requisition.

I am, very respectfully, your obedient servant,

B. J. TOTTEN,
*Commander.*

Flag-Officer L. M. GOLDSBOROUGH,
*Commanding North Atlantic Blockading Squadron.*

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*Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, of arrival at New York from supply trip.*

U. S. S. CONNECTICUT,
*Navy Yard, New York, June 21, 1862.*

SIR: I have the honor to report my return to this port after an absence of thirty-five days. The distance ran this voyage is a little more than any previous one, having twice ascended the Mississippi up to New Orleans, going and returning from the westward. Owing to encountering a heavy easterly storm just as we arrived at Port Royal, I was detained in that locality forty-eight hours, not deeming it advisable, on account of the wounded, to go to sea during its prevalence. This detention operated in preventing our making this the shortest trip we have yet made.

All the duties heretofore performed by this vessel have been as attentively executed as on any previous one. Every blockaded port has been twice duly visited, and all the wants and requirements of those cruising there have been attended to. The communication has been thoroughly sustained between the flag-officer and the individual ships comprising their respective squadrons, and I flatter myself with the belief that the services of the *Connecticut* have been as usefully bestowed as a vessel of this character could be.

We carried out this trip some 400,000 letters, and about 2,000 packages, all independent of her regular cargo, and have now as nearly as can be estimated between two and three hundred thousand letters for the North. This matter of the mails has been of gradual growth till now this vessel is as anxiously looked for and as kindly regarded as any mail vessel that has ever traversed the ocean.

Agreeably to your orders all the letters destined for the Navy Department, and, indeed, for all the Departments at Washington, that have come into my possession were carefully packed and addressed, and placed in charge of Captain Totten, of the *Brandywine*, at Fortress Monroe, to be transmitted by the first opportunity. If so attended to, the package should have arrived at the Department on Saturday morning, June 21.

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We have on board this trip a large number of passengers, comprising wounded, prisoners, sick, officers resigned or dismissed, and some 70 of the crew of the *Mississippi* returning to the North to be discharged, their time having expired. Among the prisoners we have are James R. Butts, surveyor-general of the State of Georgia, a thorough rebel. He was captured somewhere on the coast of Florida by the boats of the *Kingfisher*. He announces himself as a secessionist and boasts that he had been struggling for that cause for years, and was 1 of a minority of 20 that voted in the legislature of Georgia 5 years ago to carry that State out of the Union and had been hard at work for that purpose ever since. Also five natives of Florida, coast pilots, who have been almost constantly employed since the rebellion in running the blockade. Flag-Officer Lardner sends them north, hoping thereby to cut off one of the principal elements of success of the blockade runners; and, lastly, a man from the steamer *Quaker City*, one Michael Francis, boatswain's mate, sent north in irons, having been detected in the commission of an unnatural crime. He is to be delivered to the commander of the receiving ship at New York to await future orders from the Department.

The blockade is, as usual, well sustained throughout our whole coast, and is doubtless as efficient, and more so, than any blockade ever established at any time or by any nation. The cruising vessels are alert, active, and efficient, as their list of captures will prove. The vessels are in good discipline, looking well, and, I have no doubt, will give a good account of themselves whenever an opportunity occurs to test their powers.

The health of the men and officers of the different vessels I have visited continues to be excellent; altogether, so far as I have been able to observe, the Department has a right to congratulate itself upon the general satisfactory and fine condition of the Navy now distributed along our immense extent of coast.

Agreeably to your orders, I have brought the body of Midshipman Bradley, who was killed in battle on board the *Richmond* during the glorious passage of our fleet by the river forts; also the body of Assistant Paymaster J. S. Turnbull, who died on board the gunboat *Tahoma* at or near Sea Horse Key, Florida.

Accompanying this you will find a full and complete list of passengers, their names, descriptions, rating, and the cause of their being on board the *Connecticut*, from the commencement of the trip from New York to her return to that port, the whole number being some 620.

All the abstracts of the voyage going out and returning, also a list of the provisions issued and the amount debited to each vessel supplied.

I have the gratification to inform the Department of the improved health of the wounded and sick that embarked for a passage home, also of the continued good health of the officers and crew of this ship.

I am, very respectfully, your obedient servant,

M. WOODHULL,
*Commander, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Enclosures.]

*Abstract of outward trip of U. S. S. Connecticut, with dates of vessels supplied.*

| Date. | Arrival. | Departure. | Name of vessel. | Location. | Remarks. |
|---|---|---|---|---|---|
| 1862. | | | | | |
| May 15 | ..... | ..... | ..... | ..... | Left New York 3:15 a. m. |
| May 17 | 2 p. m..... | ..... | U. S. gunboat Unadilla. | ..... | No supplies. |
| May 18 | 6:15 a. m.. | 10 a. m.... | U. S. flagship Wabash, Vermont, etc. | Port Royal..... | Delivered to storeship Vermont draft of men. |
| May 20 | 4 p. m..... | ..... | U. S. flagship Niagara, sloop Marion, U. S. S. R. R. Cuyler and Quaker City, U. S. brig Bainbridge and schooner Wanderer, U. S. schooner Eugenia, etc. | Key West..... | Delivered to flagship draft of men; delivered to naval storekeeper assorted cargo; delivered to mechanics fresh provisions. Left Key 5:50 a. m. 23d. |
| May 24 | 5:30 a. m.. | 11:20 a. m. | U. S. bark Ethan Allen. | Tampa Bay..... | |
| May 24 | 7:20 p. m.. | ..... | U. S. gunboat Somerset. | South Cedar Keys... | Left 9:15 a. m., 25th instant. |
| May 25 | 4:50 p. m.. | ..... | U. S. bark Kingfisher.. | St. Marks lighthouse, N. W. by W. ½ W. 11 miles. | Left 3:40 a. m., 26th instant. |
| May 26 | 7 a. m..... | 10 a. m.... | U. S. gunboat Sagamore. | Dog Island light, N. ½ E. 5 miles. | |
| May 26 | 12:30 p. m. | 3:10 p. m.. | U. S. bark J. L. Davis. | Off Cape St. George. | |
| May 26 | 7:30 p. m.. | ..... | U. S. schooner J. S. Chambers. | Off St. Joseph's..... | Left 4:20 a. m., 27th instant. |
| May 27 | 5:20 a. m.. | 7:55 a. m.. | U. S. schooner Samuel Rotan. | Off St. Andrew's..... | |
| May 27 | 4:30 p. m.. | ..... | U. S. schooner Maria A. Wood. | Off Pensacola Navy Yard. | |
| May 27 | 5:10 p. m.. | 6 p. m..... | U. S. sloop Vincennes, ship Morning Light. | Off Pensacola..... | |
| May 27 | 11 p. m.... | ..... | U. S. sloop Preble, frigate Colorado, steamer Kanawha. | Off Mobile Point.... | Left 9:30 a. m., 28th. |
| May 28 | 11:30 a. m. | ..... | U. S. brig Bohio..... | ..... | No supplies. Delivered mail. |
| May 28 | 2:05 p. m.. | 7:30 p. m.. | U. S. gunboats Octorara, Calhoun, Miami, Jackson, Clifton, ship Young Rover, 1st, 2d, and 3d divisions Mortar Flotilla. | Ship Island..... | Delivered supplies to machinists. |
| May 29 | 7 a. m..... | 9 a. m..... | U. S. ships Fearnot, Pampero, Nightingale; barks Kuhn, Arthur; steamer Sachem. | Pilot Town..... | Delivered supplies to hospital. |
| May 29 | 7:40 p. m.. | ..... | U. S. sloops Richmond and Brooklyn, U. S. flagship Hartford, U. S. S. Mississippi and Pinola, U. S. sloops Pensacola and Portsmouth, U. S. S. Kensington. | New Orleans..... | |
| May 31 | ..... | ..... | U. S. schooner Sportsman. | ..... | Left New Orleans 6:50 a. m., 31st; left S. W. Pass 1:30 p. m. |
| May 31 | 9:15 p. m.. | ..... | U. S. S. Hatteras..... | Off Ship Island Shoals. | Left 5 a. m., June 1. |
| June 1 | 7:30 a. m.. | 9:10 a. m.. | U. S. S. De Soto..... | Off Timballier Island. | |
| June 2 | 2 a. m..... | 9:40 a. m.. | U. S. frigate Santee.... | Off Galveston..... | |
| June 2 | 4 p. m..... | 5:55 p. m.. | U. S. bark Midnight... | Off Pass Cavallo, Matagorda. | Left for S. W. Pass. |

Average number of vessels supplied, 70.

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*Abstract of return trip of the U. S. S. Connecticut, with dates of vessels supplied.*

| Date. | Arrival. | Departure. | Name of vessel. | Location. | Remarks. |
|---|---|---|---|---|---|
| 1862. | | | | | |
| June 2 | ..... | 5:55 p. m.. | Bark Midnight..... | Off Pass Cavallo, Matagorda. | Homeward bound. |
| June 3 | 7:20 p. m.. | ..... | U. S. S. De Soto..... | Ship Island Shoals.. | |
| June 4 | 7:30 a. m.. | 1:15 p. m.. | Sachem, Pampero, and Rachel Seaman. | Pilot Town..... | |
| June 4 | 11:30 p. m. | ..... | Kensington, Arthur, Richmond. | New Orleans..... | Received drafts of men for Colorado and for New York; received mails. |
| June 6 | ..... | 11:45 a. m. | Pensacola, Hartford, Mississippi, Hatteras, and New London, Brooklyn, Dacotah. | ..... | |
| June 6 | 6:05 p. m.. | ..... | Octorara, Portsmouth. | Pilot Town..... | Received sick and wounded from hospital. |
| June 7 | ..... | 5 a. m..... | ..... | ..... | Left Pilot Town. |
| June 7 | 3:05 p. m.. | 5 p. m..... | ..... | Ship Island..... | |
| June 7 | 8:15 p. m.. | ..... | Colorado, Preble, Bohio. | Off Mobile..... | Transferred 128 men; left June 8, 3:15 a. m. |
| June 8 | 8:30 a. m.. | 10:30 a. m. | Vincennes and Maria Wood. | Pensacola..... | |
| June 8 | 7:15 p. m.. | ..... | Samuel Rotan..... | St. Andrew's Bay.... | Left June 9, 4 a. m. |
| June 9 | 11 a. m.... | 1:35 p. m.. | Sagamore..... | Dog Island light, N. N. E. | |
| June 9 | 4:30 p. m.. | 9 p. m..... | Kingfisher..... | Off St. Marks, Fla... | |
| June 10 | 5:45 a. m.. | 9:45 a. m.. | Somerset..... | Cedar Keys light N. ¼ E., 8 miles. | |
| June 10 | 5:10 p. m.. | 6 p. m..... | Ethan Allen..... | Tampa Bay..... | |
| June 10 | 4:15 p. m.. | ..... | San Jacinto, Guard, and Sagamore. | Key West..... | Left June 14, 8:50 a. m. |
| June 16 | 6:45 a. m.. | ..... | Vermont and Wabash. | Port Royal..... | Left June 18, 5 a. m. |
| June 18 | 9:45 a. m.. | 11:55 a. m. | James Adger, Keystone State, Flambeau, Alabama, Norwich, Sumpter, Shepherd Knapp, Flag, Roebuck, Florida. | Off Charleston..... | |
| June 19 | 9:40 p. m.. | ..... | Seneca..... | Hampton Roads.... | Delivered mails; left June 20, 4:20 a. m. |

*Report of Flag-Officer Goldsborough, U. S. Navy, regarding the movements of U. S. S. Massachusetts.*

U. S. FLAGSHIP MINNESOTA,
*Norfolk, Va., July 5, 1862.*

SIR: I have the honor to inform the Department that the U. S. S. *Massachusetts* arrived in the Roads yesterday evening and proceeded to Philadelphia this morning.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
*Flag-Officer, Comdg. North Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, regarding the burning of schooner Richard O'Bryan, from Jamaica for Matamoras, July 4, 1862.*

U. S. S. RHODE ISLAND,
*Off New Orleans, La., July 10, 1862.*

SIR: I have the honor to inform the Department that on the morning of July 4, on the passage of this vessel from Velasco to Galves-



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ton (Texas), having made a schooner some 7 miles to eastward of San Luis Pass, which at first was supposed to be the *Rachel Seaman*, the blockading vessel off that place, stood for her soon afterwards; she came to anchor about half a mile from the beach; upon the approach of the *Rhode Island* the schooner got underway and was run on shore.

The position seemed to have been selected with special care, as the ground abreast the place where she stranded was somewhat higher and covered with thick brushwood, presenting a place favorable for an ambuscade; cavalry were near it and others lurking by. A few shells thrown in the direction of this spot caused a hasty retreat of the cavalry.

The steamer was brought to anchor near the shore and Acting Master Pennell directed to take charge of an expedition composed of the first cutter and two smaller boats, in charge of Assistant Paymaster Douglass and Acting Chief Engineer McCutchen, respectively, and dispatched to the schooner, with instructions that if she could be got off to inform me at once, but if otherwise, to remove such portion of her cargo as the boats might carry, then fire the vessel and return. Under cover of our guns the boats succeeded in landing without opposition. Upon overhauling the schooner it was found that she was bilged and abandoned, and from her papers she proved to be the English schooner *Richard O'Bryan*, from Jamaica, cleared for Matamoras, with an assorted cargo, among which was a large amount of drugs. The instructions given to Acting Master Pennell were promptly carried out and the boats returned, bringing with them a large quantity of valuable medicines and such other small articles as the boats might stow. A heavy squall coming up and the surf increasing, it was deemed inexpedient to make another trip with the boats to the schooner, and she was fired.

Another schooner within the sound separated from us by a narrow strip of land, which appeared to have been engaged in receiving the cargo of the *O'Bryan*, got underway upon our approach and stood for San Luis, and, soon after grounding, was abandoned by her crew.

The weather having moderated I directed the steamer to be got underway and we took a position directly abreast of the inside schooner, with a hope of being able to fire her with our shells; but failing in this, and discovering as I had supposed a very narrow pass, I directed Acting Master Pennell to reorganize his expedition, taking with him a light metallic boat, to proceed on shore and if the neck of the land proved to be no wider than it appeared (about 50 yards) to haul the boat over it, pull over to the schooner, fire her, and return. The boats landed under cover of our guns without difficulty, and the party bearing our flag, waving proudly over Texan soil, proceeded to make the necessary reconnoissance.

The cavalry which had returned to the burning schooner after we had left her, discovering our men upon the shore, advanced toward them, but a few well-directed shells drove them back; a still larger body from the opposite direction now advanced rapidly toward our men; a shell fired near toward them caused a temporary halt and on they sprang certain of their prey, when a few more shells from our well-served guns caused a speedy retreat. The necessary examination was made, and the distance across the "neck" being much

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greater than anticipated, nearly a mile instead of a few yards, the plan was considered impracticable, and had, with great reluctance, to be abandoned, and the boats returned in good order to the ship.

Great credit is due Acting Master Pennell and the officers and men accompanying him for their promptness in carrying out the instructions given them.

The *O'Bryan* had been boarded a few days before by the steamers *Hatteras* and *De Soto* and schooner *Sam Houston* and warned off.

Acting Master Pennell reports that from appearances he should judge that about half of the *O'Bryan's* cargo had been landed.

The papers found on board the schooner will be forwarded to the judge of the district court at Boston, and that portion of the cargo saved carried to that place in this vessel.

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
*Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Order of the Secretary of the Navy to Flag-Officer Farragut, U. S. Navy, referring to the movements of U. S. steamers Connecticut and Relief.*

NAVY DEPARTMENT, *July 14, 1862.*

SIR: The suply steamer *Connecticut* sailed from New York on the 7th instant with the mails, etc., for the Gulf Squadrons.

* * * * * * *

The storeship *Relief* is expected to sail to-day from New York with stores for Ship Island.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
*Commanding, etc., near Vicksburg, Miss.*

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*Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, regarding the boarding of bark Hamilton.*

U. S. S. RHODE ISLAND,
*Hampton Roads, Va., July 22, 1862.*

SIR: I have to report that on the 15th instant, about 15 miles W. S. W. from Sand Key Light, the *Rhode Island* fell in with the bark *Hamilton*, from Key West bound to Trinidad de Cuba, who showed no colors until directed to do so by this vessel, and upon being boarded by Acting Master Williams of this vessel, and her commander asked why he did not show his colors, would give no satisfactory answer; expressed great reluctance in showing his papers, and his language throughout the interview was characterized by disloyalty, insolence, and profanity.

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The bark is owned in New York by Messrs. Hamilton & Sprague.

I reported this matter to Flag-Officer Lardner upon arriving at Key West, it having occurred on his station, and he directed me to make it known to the Navy Department.

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
*Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Report of Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, regarding the burning of British schooner Richard O'Bryan, July 4, 1862, and supply trip June–July, 1862.*

U. S. S. RHODE ISLAND,
*Hampton Roads, Va., July 22, 1862.*

SIR: I have the honor to report the arrival of this steamer from the blockading vessels.

The *Rhode Island* sailed from Boston on the 11th June, and, after touching at the usual points, reached Velasco, Tex., the reported position of the last blockading vessel, early on the morning of July 4. Leaving that place the same day upon her return voyage, and on her way, when off Galveston Island, fell in with the English schooner *Richard O'Bryan*, which was run on shore and deserted by her crew to prevent being seized for violation of the blockade. The schooner was boarded by the boats of the *Rhode Island*, a portion of her cargo saved, and the vessel burned, a detailed report of which has been already made to the Department.

The *Rhode Island* proceeded as far up the Mississippi River, going out and returning, as Carrollton, above New Orleans.

Flag-Officer Farragut, with a larger portion of his command and the mortar fleet, remained near Vicksburg when this steamer left New Orleans on the 10th instant.

Captain Morris, with the *Pensacola*, *Mississippi*, gunboat *Itasca*, and the storeship *Fearnot*, were left at New Orleans the same date.

Flag-Officer Lardner, with the *San Jacinto*, was at Key West on the 18th; Flag-Officer Du Pont in the *Vermont* at Port Royal on the 20th.

The frigate *Santee* proceeded to sea from Galveston on the 5th instant and was seen standing in for Ship Island on the 12th, with a large number of cases of scurvy on board.

The steamer *Connecticut* arrived at Key West on the evening of the 15th on her outward trip and left early on the morning of the 17th to the westward.

The running time of this steamer continues uniformly good, the present trip from Hampton Roads and returning having been made one day less than the last. I have the honor to enclose herewith the usual abstracts required by the Department.

I have the honor to be, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
*Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Report of Flag-Officer Du Pont, U. S. Navy, regarding the departure for New York of the U. S. storeship Courier.*

FLAGSHIP VERMONT,
*Port Royal Harbor, S. C., July 24, 1862.*

SIR: The U. S. storeship *Courier* leaves to-day for New York. She leaks so badly that the stores on board of her had to be removed, and a considerable part of them were condemned by survey.

I have directed Acting Master Cressy, who commands her, to report to the commandant of the naval station, New York, and through him to the Department.

Very respectfully, etc.,

S. F. DU PONT,
*Flag-Officer, Comdg. South Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Report of Acting Master Cressy, U. S. Navy, commanding U. S. ship Courier, of arrival at New York Navy Yard.*

U. S. SHIP COURIER,
*Navy Yard, Brooklyn, August 2, 1862.*

SIR: I have the honor to report to you the arrival of the U. S. ship *Courier*, under my command, at this station from Port Royal.

Very respectfully, etc.,

W. K. CRESSY,
*Acting Master, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Commander Cooper, U. S. Navy, commanding U. S. S. Massachusetts, to inform the fleet off Charleston, S. C., regarding the British steamer Lloyds.*

NAVY DEPARTMENT, *August 5, 1862.*

SIR: The moment the U. S. S. *Massachusetts* is ready for sea proceed with her on another trip to the Atlantic Blockading Squadron, governing yourself by the instructions given to you on the last trip.

You will use all dispatch in reaching the station off Charleston, and inform the blockading fleet there that the British steamer *Lloyds* will sail from Charleston about the 10th instant with a full cargo of cotton and some important passengers.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander GEO. H. COOPER,
*Commanding U. S. S. Massachusetts, New York.*

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*Report of Commander Cooper, U. S. Navy, commanding U. S. S. Massachusetts, of arrival at Fortress Monroe, Va.*

U. S. S. MASSACHUSETTS,
*Hampton Roads, August 19, 1862.*

SIR: I respectfully report the arrival of this ship off Old Point Comfort to deliver the mails for the Department.

I am requested by Rear-Admiral Samuel F. Du Pont, commanding South Atlantic Blockading Squadron, to report that owing to our having on board a great many sick and discharged men, with no supplies to furnish, he thought it would be advisable for the ship to proceed direct to New York. Hoping it will meet with your approbation, in obedience to these instructions, I respectfully report the sailing of the *Massachusetts*.

Very respectfully, your obedient servant,

G. H. COOPER,
*Commanding U. S. S. Massachusetts.*

Rear-Admiral LOUIS M. GOLDSBOROUGH,
*Comdg. North Atlantic Blockading Squadron,*
*Flagship Minnesota, off Norfolk, Va.*

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*Order of the Secretary of the Navy to Lieutenant-Commander Haxtun, U. S. Navy, commanding U. S. S. Connecticut, to proceed with supplies to the Gulf Squadron.*

NAVY DEPARTMENT, *August 21, 1862.*

SIR: Proceed on Saturday next, the 23d instant, after the arrival of the previous day's mail from Washington, with the U. S. S. *Connecticut* on another trip to the Gulf Blockading Squadron, supplying those squadrons as usual with fresh provisions, etc.

You will touch at Port Royal on your outward trip and at both that port and Hampton Roads on your homeward trip. From the latter point you will forward your mails via Baltimore to the Department, and after communicating with the commander of the North Atlantic Squadron, Rear-Admiral Goldsborough, proceed with the *Connecticut* to New York.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant-Commander MILTON HAXTUN,
*Commanding U. S. S. Connecticut, New York.*

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*Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Johnson, U. S. Navy, commanding U. S. S. Tennessee, to proceed to New Orleans and return to Pensacola.*

FLAGSHIP HARTFORD,
*Pensacola Navy Yard, August 22, 1862.*

SIR: Proceed to New Orleans and deliver the mails, etc., and report to Commodore Morris. On your way back to this place you will stop at Pilot Town and bring Lieutenant Tilton and the marine guard, together with all the stores you can. You will also bring

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Dr. Burbank, his attendants, and appliances of the hospital belonging to the Government.

If you leave anything at Pilot Town, leave them in charge of Mr. Jones, the coast pilot and superintendent of the light-house under the supervision of Captain Huggins. Stop at Ship Island and direct the captains of the barks *Kate Stamler* and *Andrew Manderson* to come around to Pensacola. Bring from Pilot Town the launch which Lieutenant Tilton will point out to you. I desire her for a gunboat in this bay.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
*Rear-Admiral, Comdg. West Gulf Blockading Squadron.*

Lieutenant-Commander P. C. JOHNSON,
*Commanding U. S. S. Tennessee.*

Stop at Mobile, deliver my dispatches to Commodore R. B. Hitchcock, and get any instruments you require from the *Kanawha*, which I understand has a number taken out of prizes. On your return get all the mails for the squadron that are at New Orleans.

Respectfully, etc.,

D. G. FARRAGUT,
*Rear-Admiral.*

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*Order of the Secretary of the Navy to Acting Master Cressy, U. S. Navy, commanding U. S. ship Courier, to proceed to Port Royal, S. C.*

NAVY DEPARTMENT, *August 23, 1862.*

SIR: As soon as the U. S. ship *Courier* is ready for sea proceed with her to Port Royal, S. C., and report to Rear-Admiral Du Pont for duty.

I am, respectfully, etc.,

GIDEON WELLES.

Acting Master W. K. CRESSY,
*Commanding U. S. Ship Courier.*

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*Order of Rear-Admiral Farragut, U. S. Navy, to Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, in view of yellow fever at Key West.*

FLAGSHIP HARTFORD,
*Pensacola Bay, August 30, 1862.*

SIR: Your communications of to-day have been received.

I can not possibly spare you a medical officer. We have already had one case of yellow fever—an engineer who came out in the *Rhode Island*—resulting in death, and are daily looking for others. You will give Mr. Paschal a passage to the North.

You will not enter the port of Key West, but anchor to windward of the island, and receive your mails in a small boat.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
*Rear-Admiral, Comdg. Western Gulf Blockading Squadron.*

Commander S. D. TRENCHARD,
*Commanding U. S. S. Rhode Island.*

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*Order of the Secretary of the Navy to Acting Master Warren, U. S. Navy, commanding U. S. ship Courier, to proceed to Port Royal, S. C.*

NAVY DEPARTMENT, *September 1, 1862.*

SIR: Proceed to Port Royal, S. C., with the storeship *Courier* and report to Rear-Admiral Du Pont.

I am, respectfully, etc.,

GIDEON WELLES.

Acting Master J. D. WARREN,
*Commanding U. S. Ship Courier, New York.*

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*Correspondence regarding the boarding of British brigantine Annette.*

**Letter from the Secretary of State to the Secretary of the Navy, transmitting complaint forwarded by British chargé d'affaires.**

DEPARTMENT OF STATE,
*Washington, September 5, 1862.*

SIR: I have the honor to invite your attention to the enclosed copy of a communication of the 2d instant, addressed to this Department by the British chargé d'affaires here, respecting the manner in which United States cruisers are exercising their belligerent right of search and to request that an enquiry be made in the cases of the *Annette* and *Dart* therein referred to.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
*Secretary of the Navy.*

[1st endorsement.]

Nothing on file in the Department in regard to either vessel.

F.

[2d endorsement.]

Messrs. M. and T. appear to take exception to the belligerent right of search. It may be well to write Commander Trenchard, stating the complaint and giving him an opportunity to explain.

W.

[Enclosure.]

WASHINGTON, *September 2, 1862.*

SIR: A complaint having been made by Messrs. Murphy & Twining, of Halifax, to Vice-Admiral Sir Alexander Milne, and referred by the latter to her Majesty's Government, respecting the manner in which United States cruisers are exercising their belligerent right of search, I have been instructed to represent the matter to the United States Government and to request that an enquiry may be instituted relative to the conduct of the United States officers in the cases of the *Annette* and *Dart*, which are specially mentioned in the letter of

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Messrs. Murphy & Twining, of which I do myself the honor to enclose you a copy herewith. I have the honor to be, with high consideration, sir,

Your most obedient, humble servant,

W. STUART.

Hon. WILLIAM H. SEWARD, etc.

[Subenclosure.]

HALIFAX, N. S., *July 10, 1862.*

SIR: We take the liberty of addressing you, as the naval commanding officer on this station, to call your attention to the following circumstances:

Our brigantine, the *Annette*, Curtis, master, of this port, on her late voyage from Matanzas to Halifax with a cargo of sugar, was, on the evening of the 20th ultimo, coming through the Gulf of Florida, latitude 25° 44′ N., longitude 79° 58′, chased by a steamer showing United States colors, hailed, ordered to heave to, and boarded by an officer of the said steamer, who demanded ship's papers, and, after examination and defacing them by re-marks, allowed Captain Curtis to proceed on his voyage, after considerable detention.

The steamer, by endorsation on the brig's register, was the U. S. S. *Rhode Island.*

These instances of searching our vessels are now becoming so frequent that we have thought it advisable to call your attention to the above, with the hope that you will take steps to remedy this grievance. Some of these American cruisers are not content with ordering our vessels to heave to, to be searched, but in some instances (as in the case of the brigantine *Dart*, Conrad, master) have fired into our vessels. The conduct of the boarding officers also being particularly offensive. In this instance our vessel was detained at an unreasonable hour, in a bad position, and at some considerable risk to ship and cargo, and might have proved of serious loss to us.

Trusting that you will take some steps to prevent the recurrence of these most annoying, unlawful, and insulting acts of these American cruisers in the Gulf,

We remain, etc.,

MURPHY & TWINING.

Sir A. MILNE, K. C. B., etc.

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**Order of the Secretary of the Navy to Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, to furnish statement.**

NAVY DEPARTMENT, *September 12, 1862.*

SIR: You will please furnish the Department with a statement of the facts of the boarding and searching of the English brigantine *Annette* by the *Rhode Island* on the 20th June last.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Commander S. D. TRENCHARD,
*Commanding U. S. S. Rhode Island, Boston.*

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**Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, giving statement of the boarding officer.**

U. S. S. RHODE ISLAND,
*Navy Yard, Boston, September 16, 1862.*

SIR: I have the honor to acknowledge the receipt of the Department's letter of 12th instant, and in reply would give the following statement of Acting Master William Williams of this vessel:

I boarded the English brigantine *Annette* on the 20th of June last about 12 miles to the southward and eastward of Cape Florida Light. She was commanded by William F. Curtis, owned by Murphy & Sweeney [Twining], of Halifax, N. S.; was bound from Matanzas to Halifax, N. S., with a cargo of sugar and had been out one day. I examined her papers, which were in proper form, and saw through the forward hatch, which had been previously opened, but not by my order, sufficient of her cargo to convince me that it corresponded with the manifest. I made no further examination. Her commander treated me courteously and afforded every facility for the examination of his papers. There was nothing in the appearance of the ship to excite suspicion, and she was not searched.

I have every confidence in Mr. Williams and regard him in all respects a reliable officer. I have the honor to be,

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
*Commander.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, of arrival at Hampton Roads, from West Gulf Squadron, with yellow fever on board.*

U. S. S. RHODE ISLAND,
*Hampton Roads, Va., September 6, 1862.*

SIR: I have the honor to report the arrival of this vessel here, on her way to Boston.

The steamer sailed from Boston on the 2d of August on her usual voyage to the Gulf Blockading Squadrons, touching at Port Royal, Key West, and all the stations along the Gulf as far as Aransas Pass, Tex., at which place she arrived on the afternoon of the 21st ultimo and left the following morning on her return voyage, having fallen in with and supplied all the vessels on the Texas coast.

The *Rhode Island* entered the Mississippi on the 25th ultimo, proceeded as far up as the quarantine station and, upon being boarded by the health officer, was informed that, in consequence of having touched at Key West, would be subject to quarantine. I communicated at once with Commodore Morris, the commanding naval officer at New Orleans, informing him of the fact, and the following day dropped down the river to coal. While at Pilot Town I received word from Commodore Morris to receive from the hospital the sick and proceed to the eastward.

On the 29th ultimo, while in the midst of coaling, the yellow fever was reported to be on board. I conferred immediately with Drs.

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Forman, of this vessel, and Burbank, in charge of the hospital, as to the best plan to be pursued to promote the sanitary condition of the vessel and as to whether, in their judgment, it would be prudent to receive on board the sick from the hospital.

The advice of the medical gentlemen was to proceed to sea, and that it would not be prudent to receive the sick from the hospital.

We at once stopped coaling and went to sea on the afternoon of the 29th, stood across the Gulf for Pensacola, and arrived there the following morning at 10:30.

I am pained to state that on the way over two of the three cases proved fatal—Acting Master John Whitmore, a passenger to join the gunboat *Kineo*, and Mr. Edgar Burnett, the agent of Messrs. Hotchkiss, Fenner & Burnett, in New York, in charge of stores, etc.

I signaled Admiral Farragut, informing him of the condition of the ship, and after receiving his mails he directed the steamer to proceed north, not to enter the port of Key West, but to anchor outside and receive the mails by a small boat.

The *Rhode Island* left Pensacola the same day (30th) at 5 p. m., reaching the outer anchorage at Key West on the evening of the 1st instant; received Flag-Officer Lardner's mails and permission from him to continue our course northward.

Four cases of fever have made their appearance since leaving the Mississippi, which have thus far yielded to treatment and are convalescing.

I can not commend in sufficiently high terms to the Department the attention and devotion of Assistant Surgeon Forman to the sick during the height of the epidemic. He being the only medical officer on board his duties were unusually arduous, but he performed them in the most assiduous and faithful manner, taking but little rest. His whole time was devoted to his patients, in whom he was greatly interested.

I have to report the death of Charles Mitchell, landsman, of typhoid fever on the 31st ultimo, and I regret further to inform the Department of the loss of David A. Menter, coal heaver, who jumped overboard on the 5th of August. Every means was taken to rescue him, but he sank before the boats could reach him.

The *Rhode Island* touched at Port Royal on the 4th instant, communicating with and receiving Rear-Admiral Du Pont's dispatches.

Assistant Paymaster A. Burtis, jr., and Third Assistant Engineer E. A. Magee, are on board, not having fallen in with their vessels. Admiral Farragut was informed of it and he directed them to remain.

The *Connecticut* left Key West on the 29th ultimo, to the westward.

The *Rhode Island* will proceed directly to Boston after receiving on board a sufficient quantity of coal.

I enclose herewith the usual abstracts required by the Department.

I have the honor to be, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
*Commander.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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[Enclosures.]

*Abstract of the outward trip of the U. S. S. Rhode Island, sailing from Boston, August 2, 1862, with dates of vessels supplied.*

| Date and hour of arrival. | Name of vessel, etc. | Location. | Character of supplies. | Value. |
|---|---|---|---|---|
| Aug. 11, 7 a.m..... | Santiago de Cuba..... | Key West..... | Fresh provisions..... | $126.97 |
| Aug. 11, 7 a.m..... | St. Lawrence..... | .....do..... | .....do..... | 151.96 |
| Aug. 11, 7 a.m..... | Naval station..... | .....do..... | Small stores..... | 778.96 |
| Aug. 11, 7 a.m..... | .....do..... | .....do..... | Clothing..... | 5,700.29 |
| Aug. 11, 7 a.m..... | Huntsville..... | .....do..... | Fresh provisions..... | 156.48 |
| Aug. 11, 7 a.m..... | Penguin..... | .....do..... | .....do..... | 66.99 |
| Aug. 11, 7 a.m..... | Naval machine shop.... | .....do..... | .....do..... | 23.91 |
| Aug. 11, 7 a.m..... | Wanderer..... | .....do..... | .....do..... | 17.43 |
| Aug. 11, 7 a.m..... | Eugenie..... | .....do..... | .....do..... | 21.41 |
| Aug. 13, 5:30 p.m.. | Beauregard..... | ..... | .....do..... | 16.34 |
| Aug. 14, 6:45 a.m.. | Ethan Allen..... | Tampa Bay..... | .....do..... | 82.70 |
| Aug. 14, 6:45 a.m.. | Tahoma..... | .....do..... | .....do..... | 60.09 |
| Aug. 15, 6:45 a.m.. | Somerset..... | Cedar Keys..... | .....do..... | 38.86 |
| Aug. 16, 5 a.m..... | Amanda..... | Dog Island Pass..... | .....do..... | 25.33 |
| Aug. 16, 5 a.m..... | Young Rover..... | .....do..... | .....do..... | 49.26 |
| Aug. 16, 10:40 a.m. | Fort Henry..... | St. George's Sound.... | .....do..... | 62.26 |
| Aug. 16, 10:40 a.m. | J. L. Davis..... | .....do..... | .....do..... | 66.63 |
| Aug. 17, 8:30 a.m.. | 3d division, Porter's mortar fleet—Horace Beals, Racer, John Griffith, Dan'l Smith, Sarah Bruen, Henry Janes, Westfield. | Pensacola..... | ..... | 161.45 |
| Aug. 17, 8:30 a.m.. | Vincennes..... | .....do..... | .....do..... | 53.41 |
| Aug. 17, 8:30 a.m.. | Cayuga..... | .....do..... | .....do..... | 26.78 |
| Aug. 17, 8:30 a.m.. | J. P. Jackson..... | .....do..... | .....do..... | 60.18 |
| Aug. 17, 8:30 a.m.. | Maria A. Wood..... | .....do..... | .....do..... | 10.48 |
| Aug. 17, 4:50 p.m.. | Susquehanna..... | Off Mobile..... | .....do..... | 133.54 |
| Aug. 17, 4:50 p.m.. | Preble..... | .....do..... | .....do..... | 62.38 |
| Aug. 17, 4:50 p.m.. | Kanawha..... | .....do..... | .....do..... | 60.10 |
| Aug. 17, 4:50 p.m.. | Kennebec..... | .....do..... | .....do..... | 25.82 |
| Aug. 17, 4:50 p.m.. | Harriet Lane..... | .....do..... | .....do..... | 66.90 |
| Aug. 17, 4:50 p.m.. | Bohio..... | .....do..... | .....do..... | 13.80 |
| Aug. 18, 8:45 a.m.. | Owasco..... | Ship Island..... | .....do..... | 39.83 |
| Aug. 18, 8:45 a.m.. | Morning Light..... | .....do..... | .....do..... | 39.60 |
| Aug. 18, 8:45 a.m.. | Naval machine shop.... | .....do..... | .....do..... | 20.00 |
| Aug. 18, 8:45 a.m.. | Brooklyn..... | .....do..... | .....do..... | 142.72 |
| Aug. 18, 8:45 a.m.. | Richmond..... | .....do..... | 30 cases compd. powder, no cost. Fresh provisions. | 151.42 |
| Aug. 18, 8:45 a.m.. | Hartford..... | .....do..... | 25 cases compd. powder, no cost. Fresh provisions. | 165.33 |
| Aug. 18, 8:45 a.m.. | Potomac..... | .....do..... | Fresh provisions..... | 132.72 |
| Aug. 18, 8:45 a.m.. | Relief..... | .....do..... | .....do..... | 48.91 |
| Aug. 20, 8:40 a.m.. | De Soto..... | ..... | .....do..... | 82.24 |
| Aug. 20, 2 p.m..... | Hatteras..... | ..... | .....do..... | 44.46 |
| Aug. 20, 7:35 p.m.. | Kittatinny..... | Off Galveston..... | .....do..... | 24.64 |
| Aug. 20, 7:35 p.m.. | Rachel Seaman..... | .....do..... | .....do..... | 13.44 |
| Aug. 20, 7:35 p.m.. | Anderson..... | .....do..... | .....do..... | 63.92 |
| Aug. 21, 5:20 p.m.. | Corypheus, Sachem, Reindeer, Belle Italia, Breaker. | Aransas Pass, Tex.... | .....do..... | 75.15 |

Respectfully submitted.

STEPHEN D. TRENCHARD,
*Commander.*

*List of vessels spoken and boarded by the U. S. S. Rhode Island on her outward trip, sailing from Boston August 2, 1862.*

| Date, etc. | Name of vessel, etc. | Position. | Proceedings. |
|---|---|---|---|
| Aug. 3, 5 p.m.. | Spoke American ship Compromise, of and from New York, bound to Liverpool, with an assorted cargo, 2 days out. | ..... | This vessel, not being of a suspicious character, was allowed to proceed. |
| Aug. 5, 7:30 p.m | Boarded American schooner William Penn, from Key West, bound to Philadelphia, in ballast, 6 days out. | Off Hatteras Inlet..... | Examined papers, etc.; finding them correct, allowed her to proceed. |

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*List of vessels spoken and boarded by the U. S. S. Rhode Island on her outward trip, sailing from Boston August 2, 1862*—Continued.

| Date, etc. | Name of vessel, etc. | Position. | Proceedings. |
|---|---|---|---|
| Aug. 6, 8 a. m.. | Boarded American schooner William Steedman, from New York, bound to Fort Pulaski, Savannah River, with cargo of bricks and lumber, 10 days out. | Latitude 33° 38′ N., longitude 77° 20′ W. | Same. |
| Aug. 6, 1:30 p. m | Boarded American schooner Julia A. Hallock, from Port Royal, bound to New York, in ballast, 1 day out. | Latitude 33° 08′ N., longitude 77° 52′ W. | Same. |
| Aug. 6, 4 p. m.. | Spoke schooner Enchantress, from Port Royal for New York, in ballast. | ..... | This vessel, not being of a suspicious character, was allowed to proceed. |
| Aug. 7, 7 a. m.. | Boarded American steamer Estrella, from New York, bound to New Orleans, assorted cargo, 7 days out. | N. E. from Port Royal light, 27 miles. | Examined papers, etc.; finding them correct, allowed her to proceed. |
| Aug. 7, 9 p. m.. | Spoke prize schooner Garibaldi, from St. John's River, Fla., for Port Royal, 1 day out. | S. from Port Royal light, 15 miles. | |
| Aug. 9, 5 a. m.. | Boarded American schooner M. Sewall from Remedios for New York, in ballast, 6 days out. | Latitude 27° 40′ N., longitude 79° 40′ W. | Same. |
| Aug. 10, 7:45 a. m. | Boarded American steamer Saxon, from New Orleans, bound to New York. | Latitude 25° 05′ N., longitude 81° 43′ W. | Same. |
| Aug. 10, 10:40 a. m. | Boarded wrecking American schooner Grace E. Baker, from Key West for Florida Reefs, 4 days out. | Off Long Key..... | Same. |
| Aug. 17, 6:50 a. m. | Spoke American ship J. F. Chapman, from New Orleans, bound to Pensacola, in ballast. | Off Santa Rosa Island | This vessel, not being of a suspicious character, was allowed to proceed. |
| Aug. 20, 5:10 a. m. | Boarded American brig D. O. Castner, from Galveston Bar, bound to South West Pass, cargo of coals. | E. by S. from Galveston Bar, 90 miles. | Examined papers, etc., finding them correct, allowed her to proceed. |

Respectfully submitted.

STEPHEN D. TRENCHARD,
*Commander.*

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*List of vessels spoken and boarded by the U. S. S. Rhode Island on her return trip, sailing from Aransas Pass, Tex., August 22, 1862.*

| Date, etc. | Name of vessel, etc. | Position. | Proceedings. |
|---|---|---|---|
| Aug. 24..... | Spoke U. S. brig Bohio, from off Mobile, bound to Galveston, 4 days out. | Latitude 28° 44′ N., longitude 91° 45′ W. | |
| Aug. 24..... | Boarded schooner May Robinson, from New Orleans, bound to Matamoros, cargo of dry goods, 4 days out. | S. by E. from Ship Island Shoals, 20 miles. | Examined papers, etc.; finding them correct, permitted her to proceed. |
| Aug. 31, 10 a. m | Spoke bark Texiana, from New Orleans for New York, cargo sugar and cotton, 3 days out. | Latitude 27° 45′ N., longitude 85° 05′ W. | This vessel not being of a suspicious character, she was permitted to proceed. |
| Sept. 2, 12:40 p. m. | Spoke ship Panama, from New Orleans, bound to New York, cargo miscellaneous articles, 10 days out. | Latitude 25° 43′ N., longitude 79° 57′ W. | Same. |
| Sept. 2, 1:50 p. m. | Spoke bark Frederick Lanniere, from New Orleans for Philadelphia, 12 days out. | Latitude 25° 53′ N., longitude 79° 57′ W. | Same. |
| Sept. 2, 6:35 p. m. | Spoke brig Andes, from Nuevitas, bound to New York, cargo sugar and molasses, 3 days out. | Latitude 26° 59′ N., longitude 79° 52′ W. | Same. |

Respectfully submitted by,

STEPHEN D. TRENCHARD,
*Commander.*

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*Abstract of the return trip of the U. S. S. Rhode Island, sailing from Aransas Pass, Tex., August 22, 1862, with dates of vessels supplied.*

| Date, etc. | Name of vessel, etc. | Location. | Character of supplies. | Value. |
|---|---|---|---|---|
| Aug. 23, 9 a. m. | Rachel Seaman | Off Galveston, Tex | Fresh provisions | $6.85 |
| Aug. 23, 9 a. m. | Kittatinny | do | do | 20.83 |
| Aug. 23, 9 a. m. | De Soto | do | do | 40.49 |
| Aug. 23, 9 a. m. | W. G. Anderson | do | do | 89.23 |
| Aug. 25, 9:40 a. m. | Nightingale | Head of Passes of the Mississippi. | do | 23.41 |
| Aug. 25, 9:40 a. m. | Tennessee | do | do | 42.23 |
| Aug. 29, 4:45 p. m. | Arthur | Pilot Town | do | 42.65 |
| Aug. 29, 4:45 p. m. | Sciota | do | do | 123.93 |
| Aug. 29, 4:45 p. m. | Pampero | do | do | 50.84 |
| Aug. 29, 4:45 p. m. | Naval Hospital | do | do | 98.83 |

Respectfully submitted.

STEPHEN D. TRENCHARD,
*Commander.*

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*Letter from the clerk of the district court of Florida to the Secretary of the Navy, transmitting papers in the case of captured schooners Adeline and Emma.*

DISTRICT COURT OF THE UNITED STATES,
SOUTHERN DISTRICT OF FLORIDA,
*Clerk's Office, Key West, September 15, 1862.*

SIR: I have the honor to transmit you herewith copy of decree of distribution and bills taxed and allowed by the court in cases of the prize schooners *Adeline* and cargo and the *Emma* and cargo, captured by the U. S. S. *Connecticut* November 17, 1861, and January 17, 1862, adjudicated in this court, and also muster rolls of the *Connecticut* at the date of each capture.

Very respectfully, your obedient servant,

GEORGE D. ALLEN, *Clerk.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Paymaster Looker, U. S. Navy, regarding U. S. storeship William Badger and chartered schooner Minnehaha.*

U. S. STORESHIP BRANDYWINE,
*Hampton Roads, September 15, 1862.*

SIR: The storeship *William Badger* is now at Beaufort, N. C., with full supplies of stores.

The chartered schooner *Minnehaha* is at New Berne with stores, and has just sent up a requisition for an additional supply of certain articles, having yet on hand almost all they need at present.

The schooner *Mollie*, I believe, has lately been discharged, although I have not been officially informed of the fact. I therefore think there is now but one vessel under charter, the *Minnehaha*, I having

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ordered the discharge of the schooner *Le Roy* at Beaufort, N. C., immediately on arrival of the *Badger*, in accordance with Admiral Goldsborough's orders.

The terms of the charter of the *Minnehaha* are $600 for first thirty days and $20 per day thereafter.

I have the honor to be, sir, very respectfully, etc.,

THOS. H. LOOKER,
*Paymaster in Charge of Stores.*

Rear-Admiral S. P. LEE,
*Commanding North Atlantic Blockading Squadron.*

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*Report of Lieutenant Haxtun, U. S. Navy, commanding U. S. S. Connecticut, of arrival at Hampton Roads.*

U. S. S. CONNECTICUT,
*Hampton Roads, September 25, 1862.*

SIR: I have the honor to report my arrival at Hampton Roads, having thus far complied with your orders of August 21. Owing to the prevalence of yellow fever at Key West and its virulence, I did not touch there on my way north. I would ask for special instructions relative to further communication with that point. Commodore Lardner mentioned his having vessels cruising in Providence Channel. As visiting them involves considerable deviation from the usual route, I would also ask for orders concerning them. Application was made to me to permit two prisoners, captains of prizes, to mess in the wardroom, allowing that mess $1 per diem for their support. Finding no warranty therefor, I refused. I respectfully request that I may be authorized to make such an arrangement in special cases occurring hereafter.

I enclose a copy of a letter from Rear-Admiral Farragut.

The officers and crew continue in good health.

Respectfully, your obedient servant,

M. HAXTUN,
*Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Commodore Harwood, U. S. Navy, commanding Potomac Flotilla, regarding the U. S. S. Wyandank.*

General Order.] POTOMAC FLOTILLA,
*October 29, 1862.*

The *Wyandank* is storeship of the Potomac Flotilla and is not to be used as a cruising or dispatch vessel save under urgent necessity. Her station will be in Wicomico River, subject to my orders only.

ANDREW A. HARWOOD,
*Commodore, Commanding Potomac Flotilla.*

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*Letter from the Secretary of the Navy to Rear-Admiral Du Pont, U. S. Navy, regarding orders given to certain vessels named.*

NAVY DEPARTMENT, *November 5, 1862.*

SIR: The steamers *Stettin* and *Huron* and the storeship *Courier* are under orders for your squadron.

* * * * * * *

I am, respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Rear-Admiral SAML. F. DU PONT,
*Comdg. South Atlantic Blockading Squadron, Port Royal.*

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*Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, on return from West Gulf Squadron.*

U. S. S. RHODE ISLAND,
*Hampton Roads, Va., November 10, 1862.*

SIR: I have the honor to report the arrival of this vessel from her usual voyage to the Blockading Squadron on the way to Boston.

The *Rhode Island* left the navy yard at Boston on the 25th of September, in conformity with the Department's instructions of the 22d of the same month; reached Hampton Roads on the 28th, and was detained there until the 30th in receiving on board a large amount of ordnance, and sailed on that day for the Gulf, touching at the usual points occupied by our blockading vessels, reaching Aransas Pass, Tex., the extreme limit of the blockade, on the 19th of October, and left there early the following morning upon the return voyage.

The *Rhode Island* touched at Galveston going and returning, supplied all vessels stationed on the Texas coast, and arrived at New Orleans on the evening of the 24th of October, issued the remainder of her supplies to the vessels in the Mississippi River, and after receiving on board the sick and invalids from the squadron the steamer left New Orleans the following day, touching at Ship Island and Mobile, and reaching Pensacola on the 28th ultimo. After renewing her supply of coal and receiving from the squadron the sick and invalids sailed on the 30th ultimo, touching at the intermediate points on the coast and anchoring outside the harbor of Key West on the night of the 2d instant, and after receiving the mails on the following morning proceed north; communicated with Rear-Admiral Du Pont at Port Royal, leaving that place on the 6th instant.

Acting Volunteer Lieutenant William B. Eaton, upon being relieved by Acting Master Pennell of the command of the *Ethan Allen*, came on board this vessel on her outward trip, accompanied by Acting Master G. W. Frost, late executive officer of the *Ethan Allen*, off St. Joseph's on the 10th of October.

The general health of the vessels fallen in with upon the return of the steamer was found to be good, the yellow fever having disappeared from among them.

I regret to report the death of James Riley, landsman, an invalid from the *Sarah Bruen*, at sea on the 4th instant, also the death of

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William H. Smith, officer's cook, an invalid from the *Arthur*, at sea on the 9th instant.

By direction of Rear-Admiral Du Pont, the disabled steamer *Patroon* was towed from Port Royal north by this vessel.

The steamer *Connecticut* was passed off the South Pass of the Mississippi River at 4:30 p. m. on the 26th of October.

I have the honor to forward herewith the usual abstracts required by the Department.

I have the honor to be, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
*Commander.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of commandant of navy yard, New York, of the sailing of U. S. steamers Vanderbilt and Courier.*

NAVY YARD, NEW YORK, *November 12, 1862.*

SIR: I have to report the departure on the 10th instant of the steamer *Vanderbilt*, Acting Lieutenant Commanding Baldwin, and the storeship *Courier*, Acting Master Cressy, the latter for Port Royal.

Very respectfully, your obedient servant,

H. PAULDING,
*Commandant.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

---

*Order of Captain Turner, U. S. Navy, to Acting Volunteer Lieutenant Hooker, U. S. Navy, regarding crew for the U. S. S. Southfield.*

U. S. STEAM FRIGATE NEW IRONSIDES,
*Off Newport News, November 13, 1862.*

SIR: I have received your communication of to-day. By the directions of Admiral Lee, the *Southfield* is first to be supplied with her crew, which will absorb nearly all the men now on board the *Brandywine*. A draft of 60 men is expected here daily from New York.

Send me the complement of your vessel as established by the Navy Department and your deficiencies. Let me know when you are ready to sail, and if the draft has arrived then I will give an order to supply those deficiencies.

Very respectfully, your obedient servant,

T. TURNER,
*Captain and Senior Officer Present.*

Acting Volunteer Lieutenant E. HOOKER,
*Commanding U. S. S. Victoria.*

P. S.—In regard to the deficiency in your officers, I will send your letter to the Navy Department for its action, as there are no available officers here to supply those deficiencies.



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*Report of Rear-Admiral DuPont, U. S. Navy, of the arrival at Port Royal of U. S. vessels Courier and Huron.*

FLAGSHIP WABASH,
*Port Royal Harbor, S. C., November 19, 1862.*

SIR: I have the honor to report to the Department the arrival here on the 17th instant of the U. S. ship *Courier* and of the U. S. gunboat *Huron* this morning.

Very respectfully, your obedient servant,

S. F. DUPONT,
*Rear-Admiral, Comdg. South Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

---

*Instructions from the Secretary of the Navy to Acting Master Berry, U. S. Navy, for a supply trip in steamer Blackstone.*

NAVY DEPARTMENT, *November 24, 1862.*

SIR: When the steamer *Blackstone* is ready for sea you will proceed with her to Key West, Fla., and then return to New York. On this trip the following instructions will be observed:

Communicate with the blockading vessels off Wilmington and all others on that service on the coast down to Key West, both going and returning. At Port Royal you will communicate with Rear-Admiral DuPont or the senior commanding officer present. You will also touch, going and returning, at Turtle Harbor, a few miles north of Carysfort light-house.

Captain Bailey and his suite take passage in the *Blackstone* for Key West.

An acting master, assistant paymaster, and assistant surgeon have been ordered to the *Blackstone* to look after the mails, provisions, invalids, etc.

A sufficient time will be allowed for delivering and receiving mails, provisions, passengers, and invalids at the points of communication above mentioned.

Turtle Harbor is the depot for Admiral Wilkes's Squadron, and mails, provisions, or other articles for that squadron will be left there.

Touch at Hampton Roads on your return trip and communicate with the senior officer present. The mails for the Department will be forwarded from there via Baltimore.

You are authorized to seize and send into port for adjudication any vessel you may fall in with in your course that is engaged in violating the blockade, and to capture any vessel of the enemy.

I am, respectfully, your obedient servant,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Master W. C. BERRY, U. S. NAVY,
*Commanding Steamer Blackstone, New York.*

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*Extract from report of Rear-Admiral DuPont, U. S. Navy, regarding capture of Confederate schooner Annie Dees* by U. S. S. Seneca.*

FLAGSHIP WABASH,
*Port Royal Harbor, S. C., November 28, 1862.*

SIR:

* * * * * * *

The schooner being considered unseaworthy, was sent to this port. I ordered a survey upon her and herewith enclose the report, wherein the schooner is declared unfit to proceed north. Her cargo, consisting of 125 barrels of turpentine and 68 barrels of resin, has been transshipped to the U. S. storeship *Courier*, which sails to-morrow for New York.

* * * * * * *

Very respectfully, your obedient servant,

S. F. DUPONT,
*Rear-Admiral, Comdg. South Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

---

*Report of Commander Davenport, U. S. Navy, regarding movement of coal vessels.*

U. S. S. HETZEL,
*Off New Berne, N. C., December 1, 1862.*

SIR: I have the honor to submit the following report of the movements of coal vessels chartered for the use of the United States naval vessels in these waters from November 15 ultimo, to date, viz:

The *Ocean Wave* was discharged at New Berne November 19 ultimo.

The *Fannie* and *Addie M. Haines* were sent to Plymouth about a month ago. I have not been advised whether they have been discharged or not, but presume that they have been from the fact that Lieutenant-Commander Flusser writes me, under date of 22d November ultimo, that he needs more coal.

I have no coal vessels here now, and as far as I am advised there is but one, the *Emma*, with 57 tons, on the way.

I have the honor, etc.

H. K. DAVENPORT,
*Commander, etc.*

Acting Rear-Admiral S. P. LEE, U. S. Navy,
*Commanding North Atlantic Blockading Squadron.*

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* See Official Records, Union and Confederate Navies, vol. 13, p. 456.

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*Report of Acting Master Cressy, U. S. Navy, commanding U. S. S. Courier, of arrival at New York.*

BROOKLYN NAVY YARD, *December 5, 1862.*

SIR: I have the honor to report the arrival of the U. S. ship *Courier* at this station from Port Royal.

Very respectfully, your obedient servant,

W. K. CRESSY,
*Acting Master, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to the commandant navy yard, New York, urging the immediate return of the U. S. ship Courier to Rear-Admiral Du Pont, U. S. Navy.*

NAVY DEPARTMENT, *December 5, 1862.*

SIR: Rear-Admiral Du Pont states that he has made requisitions on the Bureau of Equipment and Recruiting for stores urgently needed in the squadron and asks that the *Courier* may be sent back as early as possible with these stores, together with any others the Bureau of Provisions and Clothing may wish to send. The Department directs that the *Courier* may be dispatched accordingly as soon as possible after her arrival.

I am, respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Rear-Admiral H. PAULDING,
*Commandant Navy Yard, New York.*

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*Instructions of the Secretary of the Navy to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Circassian.*

NAVY DEPARTMENT, *December 9, 1862.*

SIR: The *Circassian* having been fitted up to run regularly as a supply, passenger, and dispatch steamer to the Gulf Squadrons, you will proceed with her from New York on this service on the 15th instant, observing the following instructions:

On the outward trip touch at Port Royal, S. C., and Turtle Harbor, near Carysfort light, and leave at those places, respectively, the passengers, mails, and other matter you may have for the squadrons of Rear-Admiral Du Pont and Acting Rear-Admiral Wilkes; also furnish any vessels of the squadron of the latter you may meet with any needed fresh supplies.

The Eastern Gulf Blockading Squadron commences at Cape Canaveral. It will be your duty to communicate with all the vessels on blockading service from that point to the extreme limits of the blockade on the coast of Texas, both on your outward and homeward

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trips, delivering to them mails, passengers, etc., furnishing them with needed fresh supplies, and receiving their mails, passengers, and invalids to be brought north.

Complaint has been made of the failure on previous occasions of the supply steamers to touch off Apalachicola and other points on the Gulf coast. Be careful to pass by none of the blockading stations without communicating. Have your mails for the respective vessels properly assorted and ready for delivery.

On your homeward trip touch at Turtle Harbor, Port Royal, off Wilmington, and at Hampton Roads. From the latter point forward your mails via Baltimore to the Department, and after communicating with the senior officer present continue your course to New York.

Key West is the depot of Acting Rear-Admiral Bailey, commanding the Eastern Gulf, and Pensacola of Rear-Admiral Farragut, commanding the Western Gulf Squadron.

Before sailing from New York forward to the Department a list of the passengers and seamen going out in the *Circassian*, stating their destination, and on your return the following papers, together with a brief report of your cruise, viz:

1. List of passengers brought home, stating from what place or vessel received and the cause of their return.
2. List of seamen brought home, with similar information.
3. List of prisoners brought home, with similar information.
4. List of vessels supplied on the outward trip or communicated with, when and where.
5. List of vessels supplied or communicated with on homeward trip, with similar information.
6. List of other vessels spoken or boarded during the voyage, showing when and where spoken or boarded, their nationality, where from, where bound, etc.

All prisoners not in the naval service brought home will be turned over to the U. S. marshal at New York on your arrival; those in the naval service to the commandant of the navy yard.

I am, respectfully, your obedient servant,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant WM. B. EATON, U. S. Navy,
*Commanding U. S. S. Circassian, New York.*

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*Report of Lieutenant Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, of arrival at Key West, Fla.*

U. S. S. RHODE ISLAND,
*Key West, Fla., December 16, 1861.*

SIR: I have the honor to inform the Department of the arrival here of the *Rhode Island* in five days from Port Royal, which place she left on the afternoon of the 11th instant.

The steamer experienced heavy weather during the greater part of the passage.

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For convenience of communicating with the U S. ship *Savannah*, off Tybee, it was deemed necessary to anchor inside of Port Royal bar for the night, get underway at daylight, and proceed to Tybee, the weather being calm at the time and every indication of a continuance of it.

At 11:30 p. m. the wind came out suddenly from the northward and eastward. The steamer commenced dragging, and soon after parted the chains, losing two anchors. It was then deemed advisable to steam at once to sea, get an offing, and lay the ship to until the gale moderated. The gale continued for some thirty hours, during the greater portion of which the steamer was kept head to sea and under easy steam, and although quite deep she made good weather, proving herself an excellent sea vessel.

On the 14th instant, 25 miles from the Florida coast, boarded the English schooner *Julia*, ten days from Port Plata, San Domingo, for New York, which vessel reported that recent information had reached that place of the rebel steamer *Sumter* being at Kingstown, St. Vincent, W. I., blockaded by the U. S. S. *Iroquois;* and on the 15th instant boarded the British brig *Attila*, two days from Matanzas, from which we learned that a rebel schooner had sailed from that port under English colors, but without a register and clearance.

The *Rhode Island* will continue her course through the Gulf as soon as finishing coaling.

I remain, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
*Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Master Smith, U. S. Navy, regarding the arrival of the chartered steamer Blackstone at New York Navy Yard.*

BROOKLYN NAVY YARD, *December 19, 1862.*

SIR: I have the honor to report the arrival of the chartered steamer *Blackstone* at this port.

Enclosed be pleased to find a list of vessels supplied on the outward trip, when and where supplied, and how long detained at each place.

A similar statement in regard to the homeward trip.

A list of officers returning home, from what vessel, and cause of return.

A similar statement in regard to seamen.

Vessels spoken, when and where, neutrality, etc.

On our homeward trip after leaving Key West, off Turtle Harbor, Fla., we found the steamboat *M. Sanford* ashore with 800 soldiers on board, the One hundred and fifty-sixth New York, attached to General Banks' expedition. Received 250 of them on board; the bark *Gemsbok* received the balance. We then took her in tow and pro-

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ceeded back to Key West. After discharging the soldiers we left same day for Port Royal.

I will further state that the *Blackstone*, in my opinion, is unfit for the service of supplying the blockade. Her average speed is about 8 miles per hour, and her capacity for passengers and sick are poor indeed. She carries a crew of 8 men before the mast, hardly sufficient to work her.

All of which I respectfully submit.

Very respectfully, your obedient servant,

J. W. SMITH,
*Acting Master, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosures.]

***Abstract of the outward trip of the U. S. S. Blackstone, with dates of vessels supplied.***

| Port. | Time of arrival. | Time of departure. | Time remained. | Ships supplied. | Remarks. |
|---|---|---|---|---|---|
| | 1862. | 1862. | d. h. m. | | |
| Wilmington.... | Nov. 28, 8:30 a. m. | Nov. 28, 12:30 p.m | 4 | Genesee and Penobscot. | |
| Georgetown.... | Nov. 28, 7:30 p. m. | Nov. 29, 10 a. m... | 14 30 | Sebago and tender.. | |
| Bull's Bay..... | Nov. 29, 2:30 p. m. | Nov. 29, 4 p. m.... | 1 30 | Bark Restless, steamer Keystone State. | Soon after leaving Bull's Bay the ship struck three times but continued on her course. |
| Charleston..... | Nov. 29, 6:20 p. m. | Nov. 30, 6:45 p. m. | 24 25 | Powhatan, Canandaigua, Norwich, Marblehead, Flambeau, South Carolina, Flag, Mercedita, Quaker City, Seneca, Bienville, Memphis, Isaac Smith, surveying schooner F. L. Steele. | |
| Port Royal..... | Dec. 1, 9 a. m..... | Dec. 2, 5 a. m..... | 20 , | Water Witch, E. B. Hale, Ottawa, Housatonic, Vandalia. | |
| Wassaw Sound. | Dec. 2, 9:20 a. m... | Dec. 2, 11 a. m.... | 1 40 | Conemaugh..... | |
| Ossabaw Sound | Dec. 2, 12:40 p. m.. | Dec. 2, 3:40 p. m... | 3 | Wissahickon, Dawn, mortar schooner C. P. Williams. | |
| St. Simon's Bay [Sound]. | Dec. 2, 9 p. m..... | Dec. 3, 2 p. m..... | 17 | Paul Jones, Madgie, Potomska, bark Midnight. | |
| Fernandina.... | Dec. 3, 5:30 p. m... | Dec. 4, 6:30 a. m... | 13 | Mohawk..... | |
| St. John's..... | Dec. 4, 9:15 a. m... | Dec. 4, 3 p. m..... | 5 45 | Cimarron..... | |
| Off Indian River, Fla. | Dec. 5, 3 p. m..... | Dec. 5, 3:30 p. m... | 30 | Sagamore..... | |
| Turtle Harbor.. | Dec. 6, 10:30 a. m.. | Dec. 6, 12:20p. m.. | 1 50 | Bark Gemsbok. Also left supplies for Admiral Wilkes's fleet. | |
| Key West..... | Dec. 7, 8 a. m..... | Dec. 10, 5:45 a. m. | 2 22 | St. Lawrence, Magnolia, Tahoma, Huntsville, Stars and Stripes, Guard, schooner Eugenie. | At Key West discharged all naval stores and supplies. |

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*Abstract of the homeward trip of the U. S. S. Blackstone, leaving Key West 5:45 a. m. December 10, 1862.*

| Port. | Time of arrival. | Time of departure. | Time remained. | Vessels communicated with. | Remarks. |
|---|---|---|---|---|---|
| | | | h. m. | | |
| Off Turtle Harbor. | 6:15 p. m. 10th.. | Dec. 11, 12:45 m. | 18 30 | U. S. bark Gemsbok. | Towed Gemsbok back to Key West.* |
| Key West..... | 5 a. m. 12th..... | Dec. 12, 2:30 p. m | 9 30 | ..... | Took in coal and water. |
| Port Royal..... | 7:40 a. m. 15th... | Dec. 15, 1:30 a. m. | 3 50 | Admiral Du Pont's fleet. | Received mails. |
| Charleston..... | 5:45 p. m. 15th.. | Dec. 15, 9:30 p. m. | 4 15 | Fleet under Captain Godon. | Do. |
| Fortress Monroe... | 5 p. m. 17th..... | Dec. 17, 7:30..... | 2 30 | Flag-Officer S. P. Lee. | Sent mails to Navy Department, Washington. |
| Brooklyn Navy Yard. | 7 a. m. 19th..... | ..... | ..... | ..... | |

* See Official Records of Union and Confederate Navies, vol. 17, p. 332; also vol. 19, p. 401.

Absent twenty-three days and nineteen hours.

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*Order of the Secretary of the Navy to Acting Master Berry, U. S. Navy, commanding steamer Blackstone, to proceed with supplies for the North and South Atlantic Squadrons.*

NAVY DEPARTMENT, *December 19, 1862.*

SIR: On the 25th instant proceed with the steamer *Blackstone* on another trip to the North Atlantic and South Atlantic Squadrons, furnishing fresh supplies to the vessels of those squadrons on the coast, from Cape Henry to Cape Canaveral. You will also touch at Turtle Harbor to deliver and receive mails, etc. You can supply any of Acting Admiral Wilkes' vessels that you may fall in with.

Communicate with the blockading vessels on your homeward as well as outward trip, and in other respects carry out the general instructions heretofore given to you. Your voyage will not extend to Key West. Forward your mails from Hampton Roads, where the *Blackstone* will touch on the homeward passage.

I am, respectfully, your obedient servant,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Master W. C. BERRY, U. S. Navy,
*Commanding Steamer Blackstone, New York.*

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*Order of the Secretary of the Navy to Acting Master Berry, U. S. Navy, commanding chartered steamer Blackstone, to proceed to Key West, Fla.*

NAVY DEPARTMENT, *December 20, 1862.*

SIR: Referring to the instructions sent to you yesterday, the Department directs that you will proceed as far as Key West on the

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next trip of the *Blackstone* and communicate with the senior commanding officer there.

I am, respectfully, your obedient servant,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Master W. C. BERRY, U. S. Navy,
*Commanding Steamer Blackstone, New York.*

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[Telegram.]

NAVY DEPARTMENT, *December 29, 1862—1:30 p. m.*

Let the *Connecticut* be prepared to leave Hampton Roads on the 1st of January, to take all the treasure from Aspinwall to New York. The *James Adger* will be at Hampton Roads on the first to relieve the *Connecticut*. Has the *Montauk* arrived?

GIDEON WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Old Point Comfort, Va.*

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[Telegram.]

NAVY DEPARTMENT, *December 31, 1862—8:30 p. m.*

The California steamer *Ariel* leaves New York to-morrow at noon. The Department has promised that the *Connecticut* will meet the *Ariel* off the west end of Mariguana Island and accompany her thence to Aspinwall, after which the *Connecticut* will carry out the written instructions of yesterday. There are no further instructions for the *Connecticut*. Answer if Commander Cooper fully understands these instructions.

GIDEON WELLES.

Acting Rear-Admiral LEE,
*Hampton Roads, Va.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the sailing of the U. S. S. Connecticut.*

U. S. FLAGSHIP PHILADELPHIA,
*Hampton Roads, Va., January 1, 1863.*

SIR: I did not receive your telegraphic dispatch of December 31, 7:30 p. m., regarding the sailing of the *Connecticut* till 1 a. m. last night, when I was at the Norfolk Navy Yard on business. I at once telegraphed a reply to the Department and gave Commander Cooper orders accordingly, a copy of which I enclose, "A." Ensign Terry, whom I sent with the order, reports to me that Commander Cooper sailed this morning immediately after the arrival of the Baltimore boat and without the charts he expected and which did not arrive by

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her, but that Commander Cooper thought he could proceed with such as he had.

The enclosed order to Commander Cooper from the Department, dated and mailed on the 29th ultimo, did not reach him till this morning after the sailing of the *Connecticut*.

A letter to me from the superintendent of the United States Naval Observatory, dated 30th and mailed 31st ultimo, and informing me that the charts had been sent by Adams & Co.'s express, reached me this morning.

I enclose Commander Cooper's acknowledgment of the receipt of his orders of the 30th of December from the Department, and reporting the sailing of his ship in obedience thereto, marked "B." I directed him to telegraph to the Department whether or not he fully understood the Department's instructions of yesterday evening.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Act. Rear-Admiral, Comdg. North Atlantic Blkdg. Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Extract from report of Lieutenant-Commander Crosman, U. S. Navy, making reference to movements of the U. S. S. Circassian.*

U. S. GUNBOAT SOMERSET,
*St. George's Sound, Florida, January 1, 1863.*

SIR:

* * * * * * *

The mail steamer *Circassian* stopped off the bar at West Pass on the 29th of December (last month).

* * * * * * *

Very respectfully, your obedient servant,

A. F. CROSMAN,
*Lieutenant-Commander, U. S. Navy, Commanding Somerset.*

Rear-Admiral THEODORUS BAILEY,
*Commanding Eastern Gulf Squadron, Key West.*

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[Telegram.]

NAVY DEPARTMENT, *January 4, 1863—12.20 p. m.*

Instructions and mail bag for the *Bermuda* to be sent to-day. Let her await their arrival.

GIDEON WELLES,
*Secretary of the Navy.*

Commodore C. K. STRIBLING,
*Commandant Navy Yard, Philadelphia.*

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*Report of Rear-Admiral Du Pont, U. S. Navy, of arrival of U. S. ship Courier at Port Royal, S. C.*

FLAGSHIP WABASH,
*Port Royal Harbor, S. C., January 5, 1863.*

SIR: I have the honor to report to the Department the arrival here of the yacht *America* on the 3d instant, and of the U. S. ship *Courier* yesterday morning, the 4th instant.

Very respectfully, your obedient servant,

S. F. DU PONT,
*Rear-Admiral, Comdg. South Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Instructions from the Secretary of the Navy to Acting Volunteer Lieutenant Conroy, U. S. Navy, regarding the duties of the U. S. S. Union as supply vessel.*

NAVY DEPARTMENT, *January 15, 1863.*

SIR: The service on which the U. S. S. *Union* is to be engaged will be the supplying of the Gulf Squadrons with fresh provisions, etc., and conveying passengers and mails to and from those squadrons as well as other points on the route.

On the outward trip touch at Port Royal, S. C., and Turtle Harbor, and leave at those places, respectively, the passengers, mails, or other matter you may have for the squadrons of Rear-Admiral Du Pont and Acting Rear-Admiral Wilkes; also furnish any of the vessels of the squadron of the latter that you may meet with any needed fresh supplies.

The Eastern Gulf Squadron commences at Cape Canaveral. It will be your duty to communicate with all the vessels on blockading service from that point to the extreme limits of the blockade on the coast of Texas, both on your outward and homeward trips, delivering their mails, passengers, etc., and furnishing them with supplies, also receiving from them passengers, invalids, and mails to be brought north. You will also touch at New Orleans.

Key West is the depot of Acting Rear-Admiral Bailey, commanding the East Gulf Squadron, and Pensacola of Rear-Admiral Farragut, commanding the West Gulf Squadron.

Be careful to pass by none of the blockading stations without communicating. Have your mails for the respective vessels properly assorted and ready for delivery.

On your homeward trip touch at Turtle Harbor, Port Royal, off Wilmington, and at Hampton Roads. From the latter point forward your mails to the Department via Baltimore, and after communicating with the senior officer present continue your course to New York.

Before leaving New York send to the Department a list of passengers and seamen going out in the *Union*, stating their destination,

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and on your return the following statements, with a brief report of your cruise, viz:

1. List of passengers brought home, specifying from what vessel or place received and cause of their return.
2. Similar list of seamen.
3. Similar list of prisoners.
4. List of vessels supplied or communicated with on the outward trip, with date and locality.
5. Similar list on homeward trip.
6. List of other vessels spoken or boarded during the voyage, specifying date, position, nationality, where from, where bound, etc.

All prisoners brought home charged with violating the blockade will be delivered to the U. S. marshal at New York.

Nothwithstanding the special service in which the steamer *Union* is to be engaged, she is to exercise all the rights pertaining to a cruiser of the United States in time of war. You will exercise the unquestionable belligerent right of search, and will be vigilant to detect, seize, and send into port for adjudication any vessel employed in carrying contraband of war to the insurgents or in violating the blockade that you may meet with in your tracks to and from the Gulf.

I transmit herewith a copy of the circular letter of the Department of the 18th of August last, in reference to the duties of our cruisers, and some other circulars and general orders.

You will leave New York on the 21st instant in pursuance of the foregoing instructions.

I am, very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant EDWARD CONROY,
*Commanding U. S. S. Union, New York.*

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*Extract from report of Rear-Admiral Du Pont, U. S. Navy, regarding destruction of steamer Tropic (formerly Huntress).*

FLAGSHIP WABASH,
*Port Royal Harbor, S. C., January 26, 1863.*

SIR:

* * * * * * *

I have transferred to the *Circassian* the captain, passengers, and 16 of her [Confederate steamer *Tropic*] crew, directing Acting Volunteer Lieutenant Eaton to communicate with Rear-Admiral Paulding as to their disposition. The second mate (Black), the Nassau pilot (Spatches), the paymaster (Beeson), and Johnson, the Charleston pilot, and 4 of the crew go north in the *Restless*.

May I ask the Department to give the necessary orders to Rear-Admiral Paulding before the *Circassian* and *Restless* arrive at New York?

* * * * * * *

Very respectfully, your obedient servant,

S. F. DU PONT,
*Rear-Admiral, Comdg. South Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Lieutenant Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, of proposed departure for Havana, and transmitting copy of Department's telegram.*

U. S. S. VANDERBILT,
*Hampton Roads, January 28, 1863.*

SIR: I have the honor to acknowledge receipt of your order of this day's date.

I am now firing up and shall go to sea this afternoon, if the weather does not prevent through fog.

I also enclose copy of a telegram I received from the Department (at 1 o'clock), as therein directed.

I have the honor to be, respectfully, your obedient servant,

C. H. BALDWIN,
*Acting Lieutenant, U. S. Navy.*

Rear-Admiral LEE, U. S. Navy,
*Commanding North Atlantic Blockading Squadron.*

[Enclosure—Telegram.]

WASHINGTON, *January 28*, [*1863*]—*11:10 a. m.*

The destruction of the *Hatteras* off Galveston on the 17th instant is confirmed, supposed by the *Alabama*. The *Florida*, or *Oreto*, escaped from Mobile on the 13th [16th] and was in Havana on the 20th instant, watched by *San Jacinto* and *Oneida*. Send a copy of this dispatch to Admiral Lee, and proceed with all possible dispatch to Havana, and there be governed by circumstances, but do not leave the West Indies as long as the *Alabama* or *Florida* is there.

GIDEON WELLES.

Captain C. H. BALDWIN,
*Commanding U. S. S. Vanderbilt.*

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[Telegram.]

NAVY DEPARTMENT, *January 28, 1863.*

The *Florida* has escaped from Mobile and the *Alabama* has destroyed the *Hatteras* off Galveston. Let the *Rhode Island*, *Lackawanna*, and *Monongahela* be prepared for sea with the utmost dispatch, and report when either is ready. The *Vanderbilt* has been ordered off by telegraph.

GIDEON WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE, U. S. Navy,
*Comdg. N. Atlantic Blkdg. Squadron, Old Point Comfort, Va.*

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*Report of Commander Trenchard, U. S. Navy, transmitting information from the Department regarding the C. S. S. Florida.*

U. S. S. RHODE ISLAND,
*Hampton Roads, January 29, 1863.*

SIR: I have the honor to transmit herewith a copy of a telegram just received from the honorable Secretary of the Navy:

The *Oreto* left Havana on the 22d instant, burned a brig off Matanzas and three off Cardenas. She has probably gone to the Old Bahama Channel. You

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will proceed in that direction with the utmost dispatch and report for duty to Acting Rear-Admiral Wilkes, by letter when possible, but your first duty is to possess the *Oreto* and *Alabama*.

Send a copy of this dispatch to Acting Rear-Admiral Lee. Answer by telegraph.

GIDEON WELLES,
*Secretary of the Navy.*

Commander S. D. TRENCHARD.

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
*Commander.*

Acting Rear-Admiral S. P. LEE, U. S. Navy,
*Comdg. N. Atlantic Blkdg. Squadron, Newport News, Va.*

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*Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, giving the order of communication with vessels of the squadron.*

FLAGSHIP ST. LAWRENCE, *February 1, 1863.*

SIR: The following is the order in which you will communicate with the vessels belonging to this squadron:

1st, with the *Wanderer* at Charlotte Harbor.
2d, with the *Tahoma* and *Pursuit* at Tampa Bay.
3d, with the *Fort Henry* at Cedar Keys.
4th, with the *Stars and Stripes* at St. Marks.
5th, with the *Amanda*, *Chambers*, and *Hendrick Hudson* at East Pass of St. George's Sound.
6th, with the *Port Royal* and *Somerset* at West Pass of St. George's Sound.
7th, with *Ethan Allen* at St. Joseph's Bay, and
8th, with the *Roebuck* at St. Andrew's Bay.

I am, very respectfully, your obedient servant,

THEODORUS BAILEY,
*Acting Rear-Admiral, Eastern Gulf Blockading Squadron.*

Acting Volunteer Lieutenant EDWARD CONROY,
*U. S. S. Union.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Circassian, to proceed to sea.*

U. S. FLAGSHIP MINNESOTA,
*Newport News, Va., February 2, 1863.*

SIR: You will go to sea as soon as the weather is favorable for towing the *Water Witch*. It is now moderating.

Respectfully, yours,

S. P. LEE,
*Actg. Rear-Admiral, Comdg. North Atlantic Blkdg. Squadron.*

Acting Volunteer Lieutenant WM. B. EATON, U. S. Navy,
*Commanding U. S. S. Circassian, Hampton Roads, Va.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, on arrival at New York from Hampton Roads, Va.*

U. S. SUPPLY STEAMER UNION,
*New York, February 3, 1863.*

SIR: I most respectfully report the arrival of this vessel under my command at this port. Left Hampton February 2, 4 p. m., arriving in New York February 3, 11 p. m., making the run in thirty-one hours.

I have the honor to forward a copy of a report from Acting First Assistant Engineer Edward Thorp, engineer in charge, stating the condition of the engine and boilers of this ship.

Very respectfully, your obedient servant,

EDWARD CONROY,
*Acting Volunteer Lieutenant, Commanding U. S. S. Union.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding means of facilitating the supply of provisions to the vessels in the Sounds of North Carolina.*

U. S. FLAGSHIP MINNESOTA,
*Off Newport News, Va., February 5, 1863.*

SIR: I have received your communication of the 30th ultimo, regarding a means of facilitating the supply of provisions to the vessels in the Sounds of North Carolina.

The *Brandywine*, in the Roads, is general receiving and supply vessel of this squadron. She has two paymasters and five clerks. One, Paymaster Emery, keeps the accounts of that vessel and the tugs and other small vessels in this vicinity. The other, Paymaster Looker, has charge of the stores on board. The practice has been to send provisions and paymaster's stores from the North to the *Brandywine*. Ship's stores have generally been obtained by the commanding officer of the *Brandywine*, on requisitions approved by the admiral from the different navy agents, mostly from the navy agent at Baltimore. Commander Totten has verbally represented to me that articles thus obtained from Baltimore cost, he thinks, considerably more than those obtained directly from the North. The vessels in this vicinity are all supplied from the *Brandywine*. At present the commanding officer at the navy yard also makes his requisitions on the *Brandywine*, he having no naval storekeeper. The vessels in the sounds and the vessels off Wilmington are generally supplied from the *Brandywine*. This involves two freights and two separate stowages, viz, either in navy supply or chartered vessels from the North to the Roads, where their cargoes are discharged into the *Brandywine*, stowed there, and subsequently, as required, reshipped in small chartered vessels for New Berne or Beaufort. Vessels of 8 feet draft can always safely enter the sounds by the Hatteras Inlet, and vessels of 14 feet draft can enter the harbor of Beaufort. At New Berne they are received by Acting Assistant Paymaster Hastings, and are issued either directly from the transport bringing

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them or from one of the two small prize schooners temporarily used for store vessels there. At Beaufort they are received on board the storeship *William Badger* by Paymaster Whittemore, whence they are issued to the vessels of the blockade when they come up for coal and other supplies. Ordnance stores are received here and issued in the same manner, except that they are sent by the Ordnance Bureau to the naval ordnance officer, Lieutenant-Commander Phenix, at Old Point, by whom, on requisitions approved by me, they are issued and sent, usually by naval vessels, as opportunity occurs, to the two points of supply, at one of which, New Berne, one of the aforementioned prize schooners is used for an ordnance vessel.

Three of the late mortar vessels are now employed as blockaders off the small inlets adjacent to the entrances to Wilmington. They can not hereafter be employed on this service to the same advantage as heretofore, as the enemy now have steamers on the coast which can dash in and detroy them. Fitted as they now are for men-of-war, with batteries, crews, berth decks, officers' quarters, store rooms, etc., they can hold but little. Changed back to their former condition as carriers, one, the *Matthew Vassar*, would perhaps make a sufficient store schooner for the vessels in the sounds. Either one of the others, the *Arletta* or *William Bacon*, would make a good ordnance vessel for Beaufort, and the other could be used to transport naval supplies of all sorts to Beaufort.

The schooner *John Lenthall*, recently chartered at $25 per day by authority of the Bureau of Construction, is now conveying stores from the *Brandywine* to New Berne. She is available for general transportation under the orders of either of the bureaus.

In September last I issued an order requiring each commanding officer on the blockade off Wilmington and in the sounds of North Carolina to furnish the paymasters, respectively, having charge of the supplies at Beaufort and New Berne with an estimate of his wants for the ensuing quarter, allowing for what his vessel had on hand; and I directed each of these paymasters to make general requirements based upon these returns and allowing for the supplies on hand on board the storeship under his charge.

Owing to frequent changes of vessels, the temporary absence of many of them for various causes, the duties of the blockade, so many new officers, and other deranging circumstances, I have not as yet been able to secure such attention to this order as to make the proposed plan work.

Until a sufficient staff organization is provided for the commander of the squadron, I hope that each chief of bureau will hereafter himself, with the superior facilities at his disposal, and either by means of the above-described requisitions or of such other returns as he may require and receive, or in any other manner he may see fit, keep up the supplies at the points of issue in this command sufficiently to meet the current requisitions which I shall approve.

I am, sir, very respectfully, yours,

S. P. Lee,
*Actg. Rear-Admiral, Comdg. North Atlantic Blkdg. Squad.*

Horatio Bridge, U. S. Navy,
*Chief of Bureau of Provisions and Clothing,*
*Navy Department, Washington, D. C.*

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*Report of Rear-Admiral Du Pont, U. S. Navy, commanding South Atlantic Blockading Squadron, suggesting improved means for furnishing supplies to his command.*

No. 67.] FLAGSHIP WABASH,
*Port Royal Harbor, S. C., February 9, 1863.*

SIR: I dislike extremely to utter complaints to the Department, knowing its anxiety and efforts to meet every requirement, but the necessities of my squadron should be made known to it.

Our requisitions for general stores, I have reason to believe, are immediately attended to by the bureaus in the Department, so far as transmitting them to the navy yards for fulfillment, but there seems to be unaccountable obstacles to our receiving them.

When the *Courier* went north the time before last, I wrote to the Department by her, under date of November 28, 1862, stating that I had forwarded to the Bureau of Equipment and Recruiting requisitions for stores urgently needed in the squadron, and suggested that the *Courier* be sent back with them as early as possible. She remained over a month and finally came with bread, but with none of the other articles that were required. We have been out of oil for machinery; coal is not more essential; the Bureau was written to and replied that the requisition had been sent to New York; we were purchasing from transports, or wherever it could be found, 2 or 3 barrels at a time. Finally the *Union* came with some, but it was stowed under all her cargo and the captain wished to defer its delivery until his return from the Gulf, which, however, I would not allow.

This vessel was to have brought important parts of the ration, such as sugar, coffee, flour, butter, beans, and dried fruit, with clothing, but she did not. The articles named are exhausted on the storeships of this squadron.

The supply ships, particularly the *Circassian* and *Blackstone*, have given us no satisfaction; valuable property belonging to officers has been damaged and lost on board, and the greatest confusion was everywhere apparent.

I earnestly asked for and was promised the *Massachusetts* to run to Port Royal for the supply of this squadron, which would have obviated many of the above difficulties. On the 17th of this month this vessel will have been north three months, and the last time I heard of her they were withdrawing workmen instead of accelerating her movements. The *Arago*, United States transport, of 2,000 tons, made her last round trip in eleven days, bringing large cargoes.

My commanding officers complain that their wants are not supplied, and I have been so tried by the increasing demands for articles which I could not supply that I can defer no longer addressing the Department on the subject.

I desire to cast censure nowhere; I know what the war pressure is; but, if permitted to do so, I can point out a remedy, viz, that the Bureau of Equipment be represented in the navy yards as are the ordnance and provision bureaus, in which system and regularity prevail, as well as in the shipping of coal from Philadelphia, since the appointment by the Department of an officer to superintend the same; that a commander should see to the supplies of the general



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requisitions; that a lieutenant or other officer should see to the supply and storeships, to whom a clerk should be allowed, to keep receipts and deliver the stores; that sutlers should be discarded from the supply ships, and the latter made to receive packages addressed to officers of the squadrons and receipt for them.

Very respectfully, your obedient servant,

S. F. DU PONT,
*Rear-Admiral, Comdg. South Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, of chase of vessel supposed to be the C. S. S. Alabama.*

U. S. S. RHODE ISLAND,
*Key West, February 10, 1863.*

SIR: I have the honor to report that at daylight on the 2d instant, when 315 miles to the northward of Abaco, the *Rhode Island* fell in with a large steamer, apparently of English build, bark-rigged, under sail, and burning English coal, between 5 and 6 miles distant.

The weather being rainy and overcast at the time, I could not fully decide as to whether she was the *Alabama*, the description answering sufficiently near to induce giving chase. The steamer was steering about N. E. and this vessel making the best of her way for the Bahamas.

The steam was increased, all sail crowded on, and every effort made to overhaul the stranger, upon whom for a time we appeared to gain, and for some three hours after only held our own.

At meridian a heavy squall coming up ahead sail was taken in, but a heavy press of steam kept on, and when the weather lightened up we appeared to have gained somewhat upon the chase, but soon after she commenced drawing ahead and gaining upon us until sunset, when she was hull down and some 12 miles distant. I decided to pursue the vessel during the night, supposing that in consequence of her success she might fancy we had given up the chase, slow down, and that by running at full speed at daylight we might be close aboard of her.

Although the weather during the night had been somewhat overcast, at daylight it cleared off brightly, for a time affording a good view from the masthead in every direction, and seeing nothing of the stranger the chase was given up, and we pursued our original course. During the chase we judged from the dense volumes of smoke issuing at intervals from her funnel that she was resorting to unusual means of increasing her steam, either by burning pitch or rosin.

Circumstances during the chase were unfavorable to the *Rhode Island*, since she was obliged to steam in the trough of the sea, which caused at times one wheel to be out of water and the other to be so deeply immersed as to affect the revolutions, and thereby impede the progress of the vessel.

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That she can make better time is proved by the fact that she overhauled some few days after a fast mail steamer within six hours after making her smoke.

After giving up the chase the wind, which at the time was from the southward and westward, increased to a gale, attended with thick, squally weather and heavy head sea, hauling suddenly at 2 p. m. to the westward. The ship was brought head to wind and sea under easy steam, but in consequence of the sudden shift of wind a very irregular and cross sea was produced. The ship labored heavily, losing the forward sections of her wheelhouses and starting the bolts connecting the guard-beam braces.

The gale continued until the following day, when it commenced moderating, and the vessel was enabled to continue on her course. In consequence of this heavy weather and injuries sustained I deemed it necessary to make a port earlier than it would have been under other circumstances.

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
*Commander.*

[Acting Rear-Admiral CHARLES WILKES.]

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding change of destination for the bark Paramount.*

U. S. FLAGSHIP MINNESOTA,
*Off Newport News, Va., February 20, 1863.*

SIR: The assistant inspector of ordnance at the Boston Navy Yard informs me that the bark *Paramount* sailed from that port on the 31st for Beaufort with 10,000 pounds of bread in addition to the ordnance stores. The Bureau of Ordnance telegraphed to have the *Paramount* sent on to Port Royal with the utmost dispatch, without stopping at Beaufort. A special messenger has been dispatched for the purpose to intercept her off the bar if practicable. The bread will therefore not arrive at Beaufort.

Respectfully, yours,

S. P. LEE,
*Actg. Rear-Admiral, Comdg. North Atlantic Blkdg. Squadron.*

Paymaster HORATIO BRIDGE, U. S. Navy,
*Chief of the Bureau of Provisions and Clothing.*

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*Letter from the Secretary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, regarding supplies for the vessels at Key West, Fla.*

NAVY DEPARTMENT, *February 25, 1864.*

SIR: The Department has received your No. 65, dated the 15th instant, asking that the supply steamers for the West Gulf Squadron may be directed to furnish such vessels at Key West with ice, fresh beef, etc., as you may order.

There are objections to breaking in upon the ice and fresh supplies of those steamers on their touching at Key West which preclude a

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compliance with your request. But the inconvenience of which you complain may be overcome in some measure by the steamer *Union* not furnishing the vessels at Pensacola with any of her supplies. She has accordingly been ordered not to do so, but to distribute her entire cargo to the East Gulf Blockading Squadron. The *Union* will sail from New York on the 1st proximo.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral THEODORUS BAILEY,
*Comdg. Eastern Gulf Blockading Squadron, Key West.*

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*Report of Commander Cooper, U. S. Navy, regarding condition and provision for the care of the U. S. storeship Falmouth at Aspinwall, New Granada.*

U. S. S. CONNECTICUT,
*Bay of Aspinwall, New Granada, February 25, 1863.*

SIR: I respectfully enclose the report of Assistant Surgeons J. R. Little and Joseph Bubier, U. S. Navy, in the case of Lieutenant-Commanding James A. Doyle, of the storeship *Falmouth*. This ship at present is moored to the dock, leaking badly and much worm-eaten about the sternpost and counters. The coal, about 200 tons, has been landed for the use of this ship; all the perishable stores have been put on shore.

I have directed Paymaster J. Howland Bill to take charge of the ship until he heard from the Department. I have been acquainted with this gentleman for many years, as an agent and harbor master for the Pacific Mail Steamship Co., and consider him thoroughly competent to take good care of the ship. The powder has been stored on shore for some time owing to the water in the magazines. I have authorized him to get the harbor master of this port to haul the vessel into the stream and see her safely moored.

The majority of the crew of the *Falmouth* have been in the habit of doing just as they please, leaving the vessel at all hours, day or night; instead of being useful to the Government, they are an expense. Shipped at this place for one year, the most of them deserters from national vessels on the Pacific; no pretense to discipline or cleanliness about the vessel. I have directed Paymaster Bill to discharge all but the old hands, and, when it is necessary, to employ negroes from shore to assist him. The ship has deteriorated as much from the want of attention and care on the part of the commanding officer as from the climate. I hope the course pursued may meet with the approbation of the honorable Secretary.

Very respectfully, your obedient servant,

G. H. COOPER,
*Commanding U. S. S. Connecticut.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Paymaster Hastings, U. S. Navy, regarding requisitions for coal.*

U. S. STEAM FRIGATE MINNESOTA,
*Off Newport News, Va., February 27, 1863.*

SIR: You will make requisitions for coal in triplicate upon Captain H. A. Adams, superintendent of shipments of coal, Philadelphia, through me, in ample time to admit of sending it, and you will keep on hand such quantities as the senior officer may direct.

If, hereafter, a requisition should be made upon you for coal by a United States quartermaster, it must have the written approval of the general commanding the military department, and my approval also; for this last may be substituted that of the senior naval officer present in cases of extraordinary emergency which would not bear the delay of a reference to me. When coal is thus lent regular official receipts must be taken by you, and when coal is borrowed from the Army by the Navy you will give official receipts for the same; in both cases make a prompt and exact official report of the transaction to the admiral and bureau.

The senior officer present will be held to the strictest accountability if he approves such requisition to an extent which will embarrass the operations of the Navy and of the blockade.

The Army has a regular organization and facilities equal or superior to those of the Navy for obtaining its supplies, of which it has only to avail itself in time.

You will furnish a certified copy of this to the senior officer present, so as to regulate his actions, and you had better acquaint the United States quartermaster with these instructions.

Respectfully, yours,

S. P. LEE,
*Actg. Rear-Admiral, Comdg. North Atlantic Blkdg. Squadron.*

Paymaster F. F. HASTINGS,
*New Berne, N. C.*

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[Telegram.]

NAVY DEPARTMENT, *March 2, 1863.*

Dispatch the *Courier* with stores immediately to Port Royal. They are very much needed.

GIDEON WELLES,
*Secretary Navy.*

Rear-Admiral HIRAM PAULDING,
*Commandant Navy Yard, New York.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, to proceed on supply trip to South Atlantic Squadron.*

NAVY DEPARTMENT, *March 4, 1863.*

SIR: On the 10th instant you will proceed with the U. S. S. *Massachusetts* to the South Atlantic Blockading Squadron and deliver the mails and passengers for the vessels of that squadron and supply

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them with fresh provisions, etc. The limits of the squadron are the dividing lines of the Carolinas on the north and Cape Canaveral on the south. The headquarters of Rear-Admiral Du Pont, with whom you will communicate, are at Port Royal.

It will be your duty to communicate with all the vessels on the coast belonging to this squadron, unless Rear-Admiral Du Pont should otherwise direct, and to deliver their mails and passengers and receive mails, passengers, and invalids to be brought north. Your mails should be properly assorted, each vessel's mail to itself, so that it may be ready for immediate delivery; also any other packages or parcels for officers and men. Much complaint has heretofore been made of the loss of such packages or of serious damage to them.

On your homeward trip you will communicate with the vessels of the North Atlantic Blockading Squadron off Beaufort [and] Wilmington and receive any mails or passengers to be sent north. You will also touch at Hampton Roads and communicate with Acting Rear-Admiral Lee. From this point you will mail your dispatches for the Department, to go via Baltimore, by which they will reach here earlier than if mailed at New York after your arrival there.

Notwithstanding the special service assigned to the *Massachusetts*, she is to exercise all the rights pertaining to a cruiser of the United States in time of war. The unquestioned belligerent right of search is to be exercised, and you will be vigilant to detect, seize, and send into port for adjudication any vessel engaged in carrying contraband of war to the insurgents or in violating the blockade that you may fall in with in your cruise. Enclosed is a circular letter in reference to visiting and searching vessels, and several of the recent general orders issued by the Department.

Before sailing from New York transmit to the Department a list of passengers going out in the *Massachusetts*, designating the vessels to which they are respectively destined, and on your return to New York the following lists, viz:

1. Of passengers brought home, from vessel received, and cause of return.
2. Similar list of seamen.
3. Similar list of prisoners.
4. Of vessels supplied with provisions, stating date and locality.
5. Of vessels spoken or boarded at sea during the trip, with the usual remarks.

I am, respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant WM. H. WEST, U. S. Navy,
*Commanding U. S. S. Massachusetts, New York.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Circassian, to proceed on supply trip.*

NAVY DEPARTMENT, *March 11, 1863.*

SIR: On the 18th instant proceed with the U. S. supply steamer *Circassian* on another trip to the Gulf Blockading Squadron. You

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will be governed by the instructions given to you on the 9th of December last, and touch at the several points mentioned, with the exception of Turtle Harbor, which has been abandoned by Acting Rear-Admiral Wilkes as a depot.

I am, respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant WM. B. EATON, U. S. Navy,
*Commanding U. S. Supply Steamer Circassian, New York.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Murray, U. S. Navy, regarding supply schooner John Lenthall.*

U. S. FLAGSHIP MINNESOTA,
*Newport News, Va., March 12, 1863.*

SIR: Discharge the supply schooner *John Lenthall* at once and send her here with all possible dispatch.

Why has this transport been detained?

Respectfully, yours,

S. P. LEE,
*Actg. Rear-Admiral, Comdg. North Atlantic Blkdg. Squadron.*

Commander ALEX. MURRAY, U. S. Navy,
*Or Senior Officer Present at New Berne, N. C.*

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*Order of the Acting Secretary of the Navy to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts.*

NAVY DEPARTMENT, *March 13, 1863.*

SIR: You will return to Philadelphia with the U. S. S. *Massachusetts* instead of New York.

I am, respectfully, etc.,

G. V. FOX,
*Acting Secretary of the Navy.*

Acting Volunteer Lieutenant WM. H. WEST,
*Comdg. U. S. Supply Steamer Massachusetts, Port Royal.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, announcing arrival at Hampton Roads with dispatches for the Department.*

U. S. SUPPLY STEAMER UNION,
*Hampton Roads, March 16, 1863.*

SIR: I have the honor of reporting the arrival of this ship here. We left Port Royal on the morning of the 14th, communicated with the senior officer off Charleston, where we met the U. S. S. *Florida*, having in tow the monitor *Nantucket*, bound south; weather very

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fine and smooth sea. We were not enabled to communicate with the squadron off Wilmington, N. C., on account of strong southwestern gales and thick weather. I have most respectfully to request that I may be supplied with the regular navy signal book and dictionary, as I have been subject to detention this voyage for the want of it. I most respectfully forward all dispatches for the Department; also a list of vessels supplied and communicated with by this supply steamer. I also send a list of passengers, seamen, marines, and prisoners from the different blockading squadrons.

Very respectfully, your obedient servant,

EDWD. CONROY,
*Acting Volunteer Lieutenant, Commanding U. S. S. Union.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*General order of Rear-Admiral Du Pont, U. S. Navy, regarding the expeditious distribution of supplies.*

FLAGSHIP WABASH,
*Port Royal Harbor, S. C., March 17, 1863.*

The U. S. S. *Massachusetts*, Acting Volunteer Lieutenant West commanding, has been assigned by the Navy Department the duty of running to the South Atlantic Blockading Squadron as a supply ship and with the authority of a cruising vessel besides.

On her arrival at the different naval stations on the coast I have to request that the senior officer present and each and every commanding officer will give immediate attention to obtaining their supplies and mails from this vessel, doing all in their power to expedite her departure for her next point of destination.

A sufficient number of boats must be sent to receive the supplies, with proper officers to sign receipts, and these officers must be given to understand that they go on duty and not to attend to private affairs; other officers, if the commanding officers deem fit, may go on board for such purposes.

The paymasters of the different vessels will give their personal attention to receiving the supplies in their department and not depute this duty to their clerks and stewards alone.

It will add to the efficiency and comfort of the whole squadron if, by system and quick dispatch, this vessel can be accelerated in her round trips, and I have to request the senior officer, wherever she stops, not to permit her to be delayed except from unavoidable causes, which are to be reported to me by letter.

Acting Volunteer Lieutenant West will be instructed to do all in his power to meet the above requirements by a systematic arrangement of his supplies and a ready mode of delivery.

The above order will apply to the supply ships which may call on their way to the Gulf stations, or to any others running to this command.

S. F. DU PONT, *Rear-Admiral.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, announcing arrival at New York and giving list of officers of that vessel.*

U. S. SUPPLY STEAMER UNION,
*New York, March 18, 1863.*

SIR: I have the honor of reporting the arrival of this vessel at this port. Left Hampton Roads on the afternoon of the 16th at 4:30 p. m.; arrived here on the 17th at 12 midnight.

The following is a list of officers attached to this vessel: Acting Volunteer Lieutenant Edward Conroy, commanding; Acting Master and Executive S. C. Gray, Acting Master and Sailing Master Levi Crowell, Acting Ensign J. M. Smalley, Acting Ensign Warren Hallet, Paymaster L. C. Merrill, Assistant Surgeon S. D. Flagg, Acting First Assistant Engineer J. F. Butler, Acting Second Assistant Engineer E. L. Thorp, Acting Third Assistant Engineer E. C. McCarrick, Acting Third Assistant Engineer S. A. Slater, Acting Third Assistant Engineer Thomas Ustick, Captain's Clerk Henry Corse, Paymaster's Clerk O. M. Paterson, Acting Master's Mate William H. Mead, Acting Master's Mate C. E. Tucker, Acting Master's Mate W. V. Smith, Acting Master's Mate E. G. Arnold, Acting Master's Mate C. H. Armstrong.

Very respectfully, your obedient servant,

EDWD. CONROY,
*Acting Volunteer Lieutenant, Comdg. U. S. S. Union.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Rear-Admiral Du Pont, U. S. Navy, asking Department's instructions regarding the destination of the U. S. S. Massachusetts.*

FLAGSHIP WABASH,
*Port Royal Harbor, S. C., March 19, 1863.*

SIR: In the Department's orders to Acting Volunteer Lieutenant West it is only incidentally mentioned that the *Massachusetts* is to return to New York.

As the Department previously informed me that this vessel should run between this squadron and Philadelphia, and as some portion of her machinery requires repairs on her arrival North, I have ordered Acting Volunteer Lieutenant West to proceed to Philadelphia, from which point her round trips will be accelerated.

If, however, the Department desires the *Massachusetts* to go to New York a telegram to Hampton Roads will effect this.

Very respectfully, your obedient servant,

S. F. DU PONT,
*Rear-Admiral, Comdg. South Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Acting Rear-Admiral Wilkes, U. S. Navy, to Acting Master Hays, U. S. Navy, commanding U. S. S. National Guard, regarding supplies for the West India Squadron.*

U. S. FLAG S. VANDERBILT,
*Havana, March 21, 1863.*

SIR: As soon as possible after your arrival at Key West you will proceed with the ship *Guard* under your command with as much coal, provisions, and small stores and clothing as you can carry to Cape Haitien, north side of the island of San Domingo, where you will remain until further orders, and supply the vessels of the West India Squadron with the above articles on requisition from their commanders, taking the usual receipts from them.

I am, etc.,

[CHAS. WILKES].

Acting Master WM. LEE HAYS, U. S. Navy,
*Commanding U. S. Sloop Guard.*

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*Report of Rear-Admiral Du Pont, U. S. Navy, of the arrival at Port Royal, S. C., of the U. S. storeship Courier.*

No. 145.] FLAGSHIP WABASH,
*Port Royal Harbor, S. C., March 23, 1863.*

SIR: I have the honor to report to the Department the arrival here yesterday afternoon of the U. S. storeship *Courier*, Acting Master W. K. Cressy, commanding.

Very respectfully, your obedient servant,

S. F. DU PONT,
*Rear-Admiral, Comdg. South Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Rear-Admiral Du Pont, U. S. Navy, requesting the prompt return of the U. S. S. Massachusetts with supplies.*

No. 149.] FLAGSHIP WABASH,
*Port Royal Harbor, S. C., March 23, 1863.*

SIR: The *Massachusetts* leaves here this evening on her homeward trip. May I ask the Department to give orders that she be dispatched in six days after her arrival in Philadelphia, which Acting Volunteer Lieutenant West informs me will be ample for the repairs, if the supplies are ready?

Very respectfully, your obedient servant,

S. F. DU PONT,
*Rear-Admiral, Comdg. South Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, regarding the qualities of the U. S. S. Circassian.*

U. S. S. CIRCASSIAN,
*Key West, March 28, 1863.*

DEAR SIR: It is with much pleasure I submit to your inspection the following account of the working of this vessel, knowing that you are pleased to hear of the success and good qualities of any vessel in your department:

The mail department has been completely organized, and mails are delivered without any trouble. The same applies to the packages, with one exception, through the carelessness or ignorance of individuals sending them.

I find some boxes marked with the wrong squadron, which makes some delay, but as they are all invoiced as they come on board, they at last reach the proper destination. The ship works finely and is perfectly tight; has only made 3 inches of water since leaving New York. The new and heavy batteries which have been placed on board have a tendency to steady her motion, and when the new tubes are placed in the boilers, as I have been told they will be on her return, I have not the least doubt that she will make 13 knots an hour with much less quantity of coal, for she already runs with 8 tons less than last trip with the new tubes she now has. I have also got the crew in fine working order; we have gun exercise twice a day, and the success which attends the drilling is very good; in fact, she is a vessel which I feel proud of and thankful for the command, and one also which, if we should meet the *Alabama* or the *Oreto*, would not fail to give a good account of her actions.

Trusting all of my movements will always meet with your approbation, I have the honor to be,

Respectfully, yours,

WM. B. EATON.

GUSTAVUS V. FOX, Esq.,
*Washington, D. C.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, to proceed on supply trip to the South Atlantic Squadron.*

NAVY DEPARTMENT, *April 3, 1863.*

SIR: Proceed to-morrow, the 4th instant, with the U. S. supply steamer *Massachusetts* under your command on another supply trip to the South Atlantic Blockading Squadron.

You will be governed by the general instructions given you on the last trip of the *Massachusetts*, and in addition thereto the Department directs you to touch off Wilmington on the passage out, as well as coming home, and furnish the blockading vessels there with such fresh provisions, etc., as they may need and can be spared.

On your return enter the port of Philadelphia.

I am, respectfully, etc.,

GIDEON WELLES,
*Secretary Navy.*

Acting Volunteer Lieutenant WM. H. WEST,
*Commanding U. S. S. Massachusetts, Philadelphia.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Conroy, commanding U. S. S. Union, to proceed on supply trip to the Gulf Blockading Squadrons.*

NAVY DEPARTMENT, *April 6, 1863.*

SIR: Proceed to-morrow, the 7th instant, on another trip to the Gulf Blockading Squadrons. You will be governed by the instructions given to you on the 15th of January last, with the exception of touching at Turtle Harbor, which place has been abandoned by Acting Rear-Admiral Wilkes as a depot.

I am, respectfully, etc.,

GIDEON WELLES,
*Secretary Navy.*

Acting Volunteer Lieutenant EDWD. CONROY, U. S. Navy,
*Commanding U. S. S. Union, New York.*

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*Order of Captain Steedman, U. S. Navy, to Acting Master Rockwell, U. S. Navy, commanding U. S. schooner Hope.*

U. S. S. PAUL JONES,
*Port Royal, S. C., April 8, 1863.*

SIR: You will proceed in the morning with the *Hope* under your command with the mails, etc., to the southward, stopping at the following stations: Wassaw, Ossabaw, St. Catherine's Sapelo, St. Simon's, Fernandina, and St. John's River, delivering the mails and express matter intended for the different vessels.

You will return from St. John's to this port, stopping, however, at St. Simon's on your way up.

Respectfully, your obedient servant,

CHARLES STEEDMAN,
*Captain and Senior Officer Present.*

Acting Master J. E. ROCKWELL,
*U. S. Schooner Hope.*

---

*Order of Captain Steedman, U. S. Navy, to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, naming points in Georgia and Florida for delivery of supplies.*

U. S. S. PAUL JONES,
*Port Royal, S. C., April 10, 1863.*

SIR: You will proceed with the *Massachusetts* under your command to the southward, stopping or communicating at the following stations: Wassaw, Ossabaw, Sapelo, Doboy, St. Simon's, Fernandina, and the River St. John's, delivering supplies and express matter intended for the different vessels.

It is very desirable that the vessels in the St. John's River should receive their supplies even if it should subject you to unusual deten-

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tion. The bread you have on board you will take down with you for the purpose of supplying the different vessels south. It is my wish that all the vessels should take a full supply on board; the remainder you will deliver at Port Royal on your return.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,
*Captain and Senior Officer Present.*

Acting Volunteer Lieutenant WILLIAM H. WEST,
*Commanding U. S. S. Massachusetts.*

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*Order of Acting Rear-Admiral Bailey, U. S. Navy, to Captain Stone, commanding schooner David Faust, regarding distribution of coal.*

U. S. FLAGSHIP ST. LAWRENCE,
*Key West, April 17, 1863.*

SIR: You will proceed with the *David Faust* to St. Marks and supply the steamer *Stars and Stripes* with coal, then to St. George's Sound, East Pass, and supply the *Penguin*. Should you have any coal left you will, if possible, land it there in such place as Commander Williamson, of the *Penguin*, may designate; otherwise proceed to the West Pass and deliver it to the vessels there stationed, according to the directions of Lieutenant-Commander Morris, of the *Port Royal*. This order supersedes the one already given you.

I am, etc.,

THEODORUS BAILEY,
*Actg. Rear-Admiral, Comdg. East Gulf Blockading Squadron.*

Captain STONE,
*Of the David Faust.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, announcing arrival at Philadelphia from supply trip.*

U. S. S. MASSACHUSETTS,
*Navy Yard, Philadelphia, April 20, 1863.*

SIR: I have the honor to report the arrival this morning of the U. S. S. *Massachusetts* under my command at the navy yard, Philadelphia, from the South and North Atlantic Blockading Squadrons.

Enclosed please find a list of passengers brought home, a list of invalids, prisoners, vessels supplied with provisions, and vessels boarded and spoken.

Very respectfully, your obedient servant,

W. H. WEST,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Extract from report of Commodore Bell, U. S. Navy, naming vessels present at Ship Island, Miss.*

U. S. STEAM SLOOP BROOKLYN,
*Off Ship Island, April 22, 1863.*

SIR: * * * The U. S. ship *Vincennes*, storeship *Relief*, and steamer *J. P. Jackson* are present.

* * * * * * *

Very respectfully, your obedient servant,

H. H. BELL,
*Commodore.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, to proceed on a supply trip to the South Atlantic Squadron.*

NAVY DEPARTMENT, *April 23, 1863.*

SIR: On Saturday next, the 25th instant, you will proceed with the U. S. S. *Massachusetts* on another trip to the South Atlantic Blockading Squadron, touching at the points indicated in the instructions for the last trip and returning to Philadelphia.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Acting Volunteer Lieutenant WM. H. WEST,
*Commanding U. S. S. Massachusetts, Philadelphia.*

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*Extract from statement prepared by Fleet Paymaster Cunningham, U. S. Navy, South Atlantic Blockading Squadron.*

MAY 1, 1863.

The following are storeships and supply vessels which call at this squadron on their trips to the Gulf and other squadrons:

| Vessel. | Commanding officer. | Rank. | Pay officer. | Rank. |
|---|---|---|---|---|
| Massachusetts..... | W. H. West..... | Actg. vol. lieutenant | E. K. Winship.... | Actg.asst.paymaster. |
| Courier..... | W. K. Cressy..... | Acting master..... | M. W. Blake..... | Do. |
| Union..... | Edw. Conroy..... | Actg. vol. lieutenant. | L. C. Morrill..... | Paymaster. |
| Circassian..... | W. B. Eaton..... | .....do..... | G. S. Redfield..... | Actg.asst.paymaster. |

*Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding complaints against the supply steamers Union and Circassian.*

FLAGSHIP ST. LAWRENCE,
*Key West, May 1, 1863.*

SIR: I enclose herewith copies of several complaints from vessels of this squadron relative to the manner in which they receive supplies from the steamer *Union* or are passed by altogether.

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Other informal complaints have reached me, but although plausible reasons have been given for the failure to communicate in some instances, and although the *Circassian* seems to have made no omissions during her last trip, yet I think an admonition from the Department to the effect that a quick passage is of less importance than a due performance of the duty assigned them would be of service with both vessels in securing the object for which they have been sent out.

Respectfully,

THEODORUS BAILEY,
*Actg. Rear-Admiral, Comdg. E. Gulf Blockading Squadron.*

Hon GIDEON WELLES,
*Secretary of the Navy.*

[Enclosure.]

U. S. BARK AMANDA,
*St. George's Sound, Fla., March 11, 1863.*

SIR: I desire most respectfully to call your attention to the continued passing of the mail steamers by this station without communicating.

While the steamers were under the command of officers of the Regular Navy we were treated with considerate kindness, and we endeavored to show our appreciation of it by the alacrity and dispatch with which we dispatched our business. The ties which bind us to our kindred are as strong as those of others, and many an anxious heart must be weary waiting for news from this ship. If after months of faithful service she has not entitled herself to ordinary courtesy, then her task is a thankless one, indeed.

When the *Union* passed here the weather was clear, water smooth, and full moon. She hove in sight at the West Pass long before sundown and did not leave until near midnight.

If I know the disposition and even-handed justice of my commander-in-chief, such neglect will not [be] justified.

I am, admiral, respectfully, your obedient servant,

GEORGE E. WELCH.

THEODORUS BAILEY,
*Comdg. East Gulf Blockading Squadron, Key West.*

---

U. S. S. FORT HENRY,
*Cedar Keys, April 18, 1863.*

ADMIRAL: I have to report that the U. S. supply steamer *Union* arrived off this port at 6 o'clock this morning. The tide being very low, I could not cross the bar in the *Fort Henry*. I therefore sent the *Isilda*. When she came within a mile of the *Union*, a boat was lowered from that steamer, a quarter of beef and 4 barrels of vegetables were sent on board the schooner. At 8.15 we crossed the bar in the *Fort Henry* and were allowed to come within a few hundred yards of the *Union*, when she steamed off to sea.

I complain to you, admiral, of Acting Volunteer Lieutenant Conroy's want of courtesy, and of his conduct, which has reduced by

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one-half the amount of fresh provisions the paymaster of the *Union* said he intended furnishing us with, a matter of great moment to us, having been rather limited in our supply during the last six months.

Very respectfully, your most obedient servant,

E. Y. McCauley,
*Commanding U. S. S. Fort Henry.*

Rear-Admiral Theodorus Bailey,
*Commanding East Gulf Blockading Squadron.*

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U. S. S. Fort Henry,
*Cedar Keys, Fla., April 18, 1863.*

Sir: I received from the U. S. S. *Union* this day 1 quarter of beef and 4 barrels of vegetables. When I arrived on board I was informed by the paymaster's clerk (the paymaster being sick) that he would let me have 2 quarters of beef and 6 barrels of vegetables. Shortly after the clerk came to me and informed me that he could let me have but 1 quarter of beef and 4 barrels of vegetables, as the boat which was to convey them to the schooner could not convey any more. I then told him that the *Fort Henry* was close by. He said should she come up before they started he would give me the other quarter. The quantity of beef I received is but one day's ration, vegetables two days' rations.

I am, sir, respectfully, your obedient servant,

Daniel Whalen,
*Acting Assistant Paymaster.*

Lieutenant-Commander E. Y. McCauley.

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*Order of the Secretary of the Navy to Acting Master Smith, U. S. Navy, commanding U. S. S. Bermuda, to proceed on supply trip to the Gulf of Mexico.*

Navy Department, *May 8, 1863.*

Sir: The U. S. S. *Bermuda* will be employed as a supply steamer for the Gulf Squadrons and in conveying passengers, mails, etc., to and from those squadrons, and you will proceed with her from Philadelphia on the 13th instant on this service.

On the outward trip you will touch at Port Royal and land the passengers and mails you may have for the South Atlantic Squadron and continue thence to the Gulf.

The Eastern Gulf Blockading Squadron, Acting Rear-Admiral Bailey commanding, commences at Cape Canaveral, and you will communicate with all the vessels on blockading duty from that point to the extreme limits of the West Gulf Blockading Squadron on the coast of Texas, both going and returning, furnishing them fresh supplies, delivering mails, passengers, etc., and receiving mails, passengers, and invalids to be brought north.

Be careful that you do not pass any of the blockading stations without communicating with the vessels there. Your mails for the

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respective vessels should be carefully assorted and ready for delivery on communicating, and such other articles as you may have on board for officers and seamen on the blockade must be preserved and promptly delivered.

On your homeward trip you will touch at Port Royal, off Wilmington, and at Hampton Roads, and communicate with the senior commanding officer at each of those places. From the latter point you will transmit your mails via Baltimore to the Department and then proceed to Philadelphia.

Notwithstanding the special service assigned to the *Bermuda*, she is to exercise all the rights pertaining to a cruiser of the United States in time of war. The unquestioned belligerent right of search is to be exercised, and you will be vigilant to detect, seize, and send into port for adjudication any vessel you may meet with in your course engaged in carrying contraband of war to the insurgents or in violating the blockade.

Before sailing from Philadelphia transmit to the Department a list of passengers going out in the *Bermuda*, stating their destination, and on your return the following-mentioned lists, viz:

1. Of passengers or officers brought home, from what place or vessel received, and cause of return.
2. Similar list of seamen.
3. Similar list of prisoners.
4. Of vessels supplied with provisions or communicated with on the blockade during the cruise, with date and locality.
5. Of vessels spoken or boarded at sea during the trip, with the customary remarks.

Transmitted herewith are copies of printed general orders of the Department, etc.

The *Bermuda* is hereby authorized to have a hospital steward at $33 per month.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Master J. W. SMITH, U. S. Navy,
*Comdg. U. S. Supply Steamer Bermuda, Philadelphia.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, announcing arrival at Philadelphia from supply trip.*

U. S. S. MASSACHUSETTS,
*Navy Yard, Philadelphia, May 9, 1863.*

SIR: I have the honor to report the arrival this morning of the U. S. S. *Massachusetts* at the navy yard, Philadelphia, from the South and North Atlantic Blockading Squadrons. Enclosed please find a list of passengers brought home, a list of invalids, prisoners, vessels supplied with provisions, and vessels boarded and spoken.

Very respectfully, your obedient servant,

W. H. WEST,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*



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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Surgeon Sharpe, U. S. Navy, regarding transportation of sick seamen on supply vessels.*

U. S. FLAGSHIP MINNESOTA,
*Off Newport News, Va., May 13, 1863.*

SIR: I have just received your letter of this date, and in reply would inform you that on the 5th instant I received a letter from the Department, dated May 4, instructing me to afford a passage in the supply steamers, as far north as those themselves go, to sick seamen, although they may have been discharged from the service.

The supply steamers communicate with me about once in six weeks, on their return trips from the South, and if you think such a means of getting discharged convalescents home would be convenient, I will cause you to be informed on the arrival of such steamers, in order that they may avail themselves of the privilege. No other passes will be required than your discharges from the hospital and my general order to the commanding officers of the steamers.

If by passes you refer to the tickets giving public transportation in the bay line steamers to Baltimore, I will send you on receipt of your reply as many as you may require, but the names of several may be put on one ticket.

I have suggested to the Department, referring to its order above quoted as applying to all sick seamen brought from the South by supply vessels, that it would be advantageous to this squadron if such of them as are likely soon to recover and whose time has not expired could be sent to the Portsmouth Hospital, and when removed retained for use here, allowing only the graver cases and those discharged from the service to proceed as far north as those steamers go.

Very respectfully, yours,

S. P. LEE,
*Actg. Rear-Admiral, Comdg. North Atlantic Blkdg. Squadron.*

Surgeon S. SHARPE, U. S. Navy,
*In Charge of U. S. Naval Hospital, Portsmouth, Va.*

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*Order of Rear-Admiral Du Pont, U. S. Navy, to Acting Master Cressy, U. S. Navy, commanding U. S. ship Courier.*

FLAGSHIP WABASH,
*Port Royal Harbor, S. C., May 14, 1863.*

SIR: You will please proceed with the U. S. storeship *Courier* to New York and report in person to Rear-Admiral H. Paulding, commandant of the yard, and through him by letter to the honorable Secretary of the Navy.

Respectfully, your obedient servant,

S. F. DU PONT,
*Rear-Admiral, Comdg. South Atlantic Blockading Squadron.*

Acting Master W. K. CRESSY,
*Commanding U. S. Ship Courier, Port Royal.*

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*Report of Acting Master Smith, U. S. Navy, commanding U. S. S. Bermuda, regarding the speed of that vessel.*

U. S. S. BERMUDA,
*Port Royal, May 18, 1863.*

SIR: I have the honor to report my arrival at this port. On the passage I found great difficulty with the compasses, for the reason that the magnets were taken up in the Philadelphia Navy Yard, and when replaced were laid down incorrectly.

The speed of the vessel will not, under favorable circumstances, exceed 6 miles per hour. The boilers have been adapted for English bituminous coal, and with the anthracite coal the engineers report that they find difficulty in getting a sufficient head of steam, 7 or 8 pounds being the average, where she is allowed to carry 22. I trust on my return north to be able to have this defect remedied, when, I doubt not, she will do much better. I have the honor to be, sir,

Very respectfully, your obedient servant,

J. W. SMITH,
*Acting Master, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Report of Lieutenant-Commander Lowry, U. S. Navy, regarding the employment of seamen in shore fortifications.*

U. S. SUPPLY STEAMER UNION,
*At Sea, May 19, 1863.*

SIR: Conceiving it to be my duty to bring to the notice of the Department any knowledge which may be of benefit to the country, and having observed from the newspapers of the day that the Government is being put to some embarrassment in its disposition of the contraband male slaves which are daily increasing within our lines, I venture to suggest from my experience of the last two years that the able-bodied negro makes a good artilleryman. On board the *Brooklyn* and *Sciota*, where I had a number of contrabands, I found it impossible to teach them the infantry drill. All my efforts and those of my officers were of no avail to bring them up to a common proficiency in the handling of the musket, marching, forming line, or any other ordinary duty of the infantry soldier; but in the working of the great guns, for coolness, quickness in handling the rammers, sponges, powder, shot, and shell, I found that they were exceedingly apt, and fond of it. This observation has led me to believe that they can be made of use in the seacoast defenses of the United States.

The sense of security behind the bulwarks of ships or the walls and casemates of forts keeps them free from the apprehension of danger, either from shot or the wrath and vengeance of their former white owners. Their strength is well calculated to endure the exhausting labor of loading and running in and out heavy guns, while their docility and aptness for military subordination would make them excellent garrison soldiers.

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In this connection I would respectfully suggest to the Department a plan for officering and manning our forts and seacoast defenses with naval officers and seamen. The most successful defenses made against us by the rebels at various points on the Mississippi and the seacoast have been made by ex-naval officers and seamen; in the last defense of Port Hudson the guns were worked by seamen and naval men, so at Vicksburg, at Galveston, and Charleston. The defenses of Sebastopol were entirely defended by Russian seamen for many months, while from the fort guarding that port they beat back the combined fleets of England and France. Many instances can be quoted where a few seamen with a gun or two have beat off large ships and squadrons.

I would respectfully urge upon the Department to consider this suggestion as one capable of being turned to great advantage in defending our harbors.

There are in the Navy and in the merchant service great numbers of trained sea officers of an age or in a state of health unfitting them for active duty at sea, but who from habit, education, and powers of endurance are admirably fitted to command and fight batteries of guns on seacoast or harbor forts.

The seaman knows a ship, can at a glance anticipate her movements, calculate her speed, strength, and armament; knows her vulnerable points; is so familiar with a ship or ships that she or they offer nothing startling or fearful to him; in a word, the most dangerous foe for vessels to encounter is the seaman fighting behind guns mounted on shore batteries.

No one will question for a moment which garrison will be most effective in forts defending, say, New York Harbor, a body of hardy seamen inured to danger, perfectly acquainted with the movements of a ship or fleet, most, if not all, using the great gun as their natural weapon, or a hastily collected body of citizen volunteers composed of men from all professions, who, brave to defend their firesides or city, can not be expected to withstand patiently the terrific bombardment which forts must hereafter expect to undergo.

As I have only ventured to touch upon this subject as a suggestion, I have not entered into an elaborate explanation of my views, deeming it but proper to first ascertain whether the Department thinks with me that the subject is one of sufficient importance to be still further looked into and discussed.

I can say, in conclusion, that I am governed in thus addressing the Department simply by an earnest desire to serve my country, in thinking what is best to help to defend her against all enemies, foreign or domestic.

I am, sir, very respectfully, your obedient servant,

R. B. LOWRY,
*Lieutenant-Commander, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, regarding the capture by that vessel of the British schooner Linnet.*

U. S. SUPPLY STEAMER UNION, *May 21, 1863.*

SIR: I have the honor to report the capture of the English schooner *Linnet*, in latitude 26° 33′, longitude 84° 49′, by this vessel. She is a noted blockade runner, and at the time of her capture she was on her fourth voyage, bound in for the coast of Florida. I sent her in charge of Acting Ensign Emile Denis and prize crew to Key West, to be delivered up to the United States marshal for adjudication. She was loaded with an assorted cargo. The captain and crew I delivered up to the United States marshal at Key West.

Very respectfully, your obedient servant,

EDWARD CONROY,
*Acting Volunteer Lieutenant, Commanding U. S. S. Union.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, of arrival of that vessel at New York in disabled condition.*

U. S. SUPPLY STEAMER UNION,
*New York, May 21, 1863.*

SIR: I have the honor to report the arrival of the U. S. supply steamer *Union* under my command at this port. Her engines are in a disabled condition. Since leaving Galveston on our homeward voyage there has been one continual derangement with the engines, caused by the main bearings of the shaft having been much worn, placing the shaft out of line and the breaking of the eccentric. On leaving Mobile the forward engine gave out altogether and we were obliged to make the best of our way direct from Pensacola to Key West, and only by the help of fair winds and great care, using our canvas with the single engine, have I been enabled to arrive safely at this port. There being no facilities for making the necessary repairs either at Pensacola or at Key West, I have had no other alternative but to come direct here. The derangement of the engines is not so serious but that they can soon be repaired here. I most respectfully forward the report of survey held at Key West, by order of Acting Rear-Admiral T. Bailey, at my request. I would here take the liberty of stating that the engines of this ship are very light for a ship of her class, and I fear I shall never be enabled to make my trips with regularity or credit to myself. Enclosed [is] a copy of Acting Rear-Admiral Bailey's order, authorizing me to proceed to sea, and to make the best of my way to the port of New York without touching at any intermediate port.

Very respectfully, your obedient servant,

EDWARD CONROY,
*Acting Volunteer Lieutenant, Commanding U. S. S. Union.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Master McRitchie, U. S. Navy, commanding U. S. ship Supply, of arrival at New Orleans.*

U. S. STORESHIP SUPPLY,
*New Orleans, May 22, 1863.*

SIR: I have the honor to inform the Department of the arrival at this port of the U. S. storeship *Supply*, and that I have, in obedience to orders, reported to the senior naval officer present.

I am, very respectfully, your obedient servant,

D. G. MCRITCHIE,
*Acting Master, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, regarding complaints against that vessel.*

NAVY DEPARTMENT, *May 23, 1863.*

SIR: Your attention is called to the accompanying complaints* from the officers of the *Amanda* and *Fort Henry*, as well as of the seamen, of the manner in which they receive supplies from the steamer *Union*, and of their sometimes being passed by without examination. Acting Rear-Admiral Bailey, in forwarding these to the Department, states that other informal complaints have reached him. An explanation is desired. The Department expects the officers commanding the supply steamers to perform their duty faithfully and, at the same time, courteously. A quick passage is important, but not so when the special purposes for which the supply steamers are designed are imperfectly performed.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant E. CONROY, U. S. Navy,
*Commanding U. S. S. Union, New York.*

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*Loss, on board the U. S. supply steamer Bermuda, of fresh beef for use of Gulf Blockading Squadron.*

**Order of the Secretary of the Navy for court of enquiry.**

NAVY DEPARTMENT, *June 5, 1863.*

SIR: I herewith transmit a copy of a letter from Acting Rear-Admiral T. Bailey and of the letters accompanying it, in reference to the incompleteness of the arrangements on board the *Bermuda*

* See pp. 494–496.

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for the preservation of fresh beef and ice, and desire an enquiry to be made into the case of the improper construction of the ice house on board that vessel.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Commodore C. K. STRIBLING,
*Commandant Navy Yard, Philadelphia.*

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**Report of Acting Rear-Admiral Bailey, U. S. Navy.**

U. S. FLAGSHIP MAGNOLIA,
*Key West, May 27, 1863.*

SIR: I enclose herewith papers showing the incompleteness of the arrangements on board the *Bermuda* for the preservation of fresh beef and ice, and the consequent loss of nearly the whole supply sent out for the use of the two Gulf Blockading Squadrons.

Respectfully,

THEODORUS BAILEY,
*Actg. Rear-Admiral, Comdg. East Gulf Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

[Endorsement.]

I recommend that copies of Admiral Bailey's letter to the Depart-partment and the report of the board of survey be sent to Commodore Stribling, with directions to enquire into the reasons of the imperfect construction of the ice house on board.

H. B.

**Order of Acting Rear-Admiral Bailey, U. S. Navy, appointing a board of survey.**

U. S. FLAGSHIP MAGNOLIA,
*Key West, May 23, 1863.*

GENTLEMEN: It having been reported to me (verbally) that there is insufficient ice on board the supply steamer *Bermuda* to preserve the fresh beef put on board that vessel for distribution in this squadron and in the Western Gulf Blockading Squadron, you are hereby appointed a board of survey to examine into the causes which have led to this condition of affairs, to state the present condition of the beef, and to recommend what disposition (if any) can be made of it with a view to saving it for the use of the Government.

You will report to me upon these several points in duplicate.

Respectfully,

THEODORUS BAILEY,
*Actg. Rear-Admiral, Comdg. East Gulf Blockading Squadron.*

Lieutenant-Commander W. G. TEMPLE.
Lieutenant-Commander C. J. MCDOUGAL.
Acting Volunteer Lieutenant W. C. ROGERS.

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**Report of board of survey.**

U. S. SUPPLY STEAMER BERMUDA,
*Key West, May 23, 1863.*

SIR: In obedience to the foregoing order we have examined into the circumstances therein referred to and have to report as follows:

It seems that the beef was packed in Philadelphia with some 175 tons of ice, but that in consequence of there being no proper ice house built in the vessel the warmth of the Gulf Stream has operated through the side of the vessel and has melted the ice so rapidly as to leave scarcely 10 tons remaining. There does not appear to have been any want of care on the part of the officers of the vessel in attending to its preservation. The beef still seems to be in good condition, but to preserve it immediate steps must be taken. Either ice must be purchased to repack it on board the vessel or it must be removed to the ice house on shore. The first course would cost over $7,000, and from the previous experience it would not last beyond Pensacola, and a large portion of the beef would then become spoiled for want of a fresh supply of ice. In the other case the cost would be trifling (the exact sum can not be estimated at present) and the entire amount of beef would probably be available for issue, not only to the Navy but to the Army. In view of these considerations, we would recommend the latter expedient.

Although not specially called upon to do so, we feel it a duty to represent that the interests of the Government and the comfort of these two squadrons have been sacrificed by insufficient preparation of the vessel for the duty assigned her.

Respectfully,

WM. G. TEMPLE,
*Lieutenant-Commander.*
CHARLES J. MCDOUGAL,
*Lieutenant-Commander.*
WM. C. ROGERS,
*Acting Volunteer Lieutenant.*

Acting Rear-Admiral THEODORUS BAILEY,
*Commanding East Gulf Blockading Squadron.*

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**Order of Acting Rear-Admiral Bailey, U. S. Navy, for removal of beef to ice house ashore.**

U. S. FLAGSHIP MAGNOLIA,
*Key West, May 23, 1863.*

SIR: There is a large quantity of fresh beef on board the supply steamer *Bermuda* which, from the report of a board of survey, I learn to be in imminent danger of becoming spoiled from want of ice.

You will, without a moment's delay, make such arrangements as are possible to have this meat packed in the ice house on shore, subject to my order for its future issue. Should the beef become tainted

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before it can be removed or should any obstacles intervene to prevent its removal, you will report to me immediately for further orders.

Respectfully,

THEODORUS BAILEY,
*Actg. Rear-Admiral, Comdg. East Gulf Blockading Squadron.*

Acting Assistant Paymaster W. C. BLACKWELL, U. S. Navy.

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**Report of Acting Assistant Paymaster Blackwell, U. S. Navy.**

KEY WEST, FLA., *May 24, 1863.*

SIR: In compliance with your order of last evening, I immediately commenced arrangements for packing the fresh beef on board the supply steamer *Bermuda* in the ice house on shore.

I commenced operations at 3 o'clock a m., with all the force I could gather, about 25 men, and succeeded in removing 2,600 pounds of the same, when the supply of ice giving out and the heat of the sun becoming so excessive as to endanger the meat, if exposed to it, I was obliged to discontinue the work.

Meantime every particle of the 10 tons of ice on board the *Bermuda* the night previous had melted.

I reported the facts to you in person at 6 o'clock a. m., and received your verbal order to close the hatches and allow the rest of the beef to remain on board the *Bermuda*, which has been done, and the working party has been dismissed.

I am, sir, very respectfully, your obedient servant,

WM. C. BLACKWELL,
*Acting Assistant Paymaster.*

Acting Rear-Admiral T. BAILEY,
*Commanding East Gulf Blockading Squadron.*

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**Order of Acting Rear-Admiral Bailey, U. S. Navy.**

U. S. FLAGSHIP MAGNOLIA,
*Key West, May 24, 1863.*

SIR: It being impossible to obtain the necessary ice for preserving the fresh beef remaining on board your vessel; and, if otherwise, the danger of its becoming tainted by transportation to the ice house while exposed to this hot sun amounting almost to a certainty, you will retain it until after leaving this port, when you will be guided by the usual considerations in ordering a survey upon it.

Respectfully,

THEODORUS BAILEY,
*Actg. Rear-Admiral, Comdg. East Gulf Blockading Squadron.*

Acting Master J. W. SMITH, U. S. Navy,
*Commanding Steamer Bermuda.*

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*Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Smith, U. S. Navy, commanding U. S. S. Bermuda.*

U. S. FLAGSHIP MAGNOLIA,
*Key West, May 24, 1863.*

SIR: So soon as the vessel under your command is ready for sea, by the receipt and delivery of such persons and articles as you have been directed to take or leave, you will proceed with her to the performance of the duty assigned you.

The following is a list of the vessels with which you will communicate in this squadron and the localities at which you will find them.

Gunboat *Sagamore*, at Charlotte Harbor.
Gunboat *Tahoma*, at Tampa Bay.
Gunboat *Fort Henry*, at Cedar Keys.
Schooner *Beauregard*, Cedar Keys.
Gunboat *Stars and Stripes*, off St. Marks.
Gunboat *Henry Hudson*, East Pass, St. George's Sound.
Bark *Amanda*, East Pass, St. George's Sound.
Gunboat *Port Royal*, West Pass, St. George's Sound.
Gunboat *Somerset*, West Pass, St. George's Sound.
Bark *J. L. Davis*, at St. Joseph's Bay.
Bark *Roebuck*, at St. Andrew's Sound.

Should the *Beauregard* not be at Cedar Keys, you will leave her mails and whatever else you may have for her on board the *Fort Henry*.

You will bear in mind that, although expedition is desirable, yet it is of secondary importance in comparison with communicating with every vessel on the blockade and supplying their wants as far as possible.

Respectfully,

THEODORUS BAILEY,
*Actg. Rear-Admiral, Comdg. East Gulf Blockading Squadron.*

Acting Master J. W. SMITH, U. S. Navy,
*Commanding Steamer Bermuda.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the departure of U. S. S. Massachusetts from Newport News, Va., for Philadelphia.*

No. 583.] U. S. FLAGSHIP MINNESOTA,
*Off Newport News, Va., May 28, 1863.*

SIR: The U. S. supply steamer *Massachusetts* arrived here this morning from the South and has left for Philadelphia.

She brought sick, which have been disposed of under the Department's order of May 4.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Actg. Rear-Admiral, Comdg. North Atlantic Blkdg. Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, of arrival at Philadelphia from supply trip.*

PHILADELPHIA NAVY YARD, *May 29, 1863.*

SIR: I have the honor to report the arrival this morning of the U. S. S. *Massachusetts* at the navy yard, Philadelphia, from the South and North Atlantic Blockading Squadrons.

Enclosed please find a list of passengers brought north, a list of invalids, prisoners, vessels supplied with provisions, and of vessels boarded and spoken.

Very respectfully,

W. H. WEST,
*Acting Volunteer Lieutenant, Commanding.*

Hon. G. WELLES,
*Secretary of United States Navy.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Glasson, U. S. Navy, regarding transportation of oil by the S. R. Spaulding for vessels off Wilmington and in the Sounds of North Carolina.*

U. S. FLAGSHIP MINNESOTA,
*Newport News, Va., June 3, 1863.*

SIR: I desire to ascertain immediately from Lieutenant-Colonel [Charles W.] Thomas if the *Spaulding* can take some naval supplies to Beaufort, much needed there, and when she will leave for that point. If so, send by her what oil she can take, not exceeding two-thirds of what you have. Notify Acting Master Carr, commanding U. S. schooner *William Badger*, at Beaufort, that one-half of this oil is for the vessels off Wilmington and the remainder for the vessels in the sounds. Also write by the *Spaulding* to Commander Davenport at New Berne, N. C., informing him of the quantity of oil sent by you to Beaufort for the vessels under his command. Report to me by this evening's mail boat what can be done in this matter.

Respectfully, yours,

S. P. LEE,
*Actg. Rear-Admiral, Comdg. North Atlantic Blkdg. Squadron.*

Commander J. J. GLASSON,
*Commanding Brandywine, Hampton Roads.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, acknowledging orders.*

U. S. S. MASSACHUSETTS,
*Philadelphia, June 4, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of 3d instant ordering me to sail on Saturday, 6th instant, on another trip to the Atlantic Blockading Squadrons, observing the instructions heretofore given.

I am, very respectfully, your obedient servant,

W. H. WEST,
*Acting Volunteer Lieutenant Commanding, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, to proceed on supply trip to the Gulf of Mexico.*

NAVY DEPARTMENT, *June 8, 1863.*

SIR: On the 18th instant you will proceed with the U. S. S. *Union* on another supply trip for the Gulf.

The instructions heretofore given with regard to supplying the Eastern and Western Gulf Blockading Squadrons are modified in the following respect:

You will supply all of the vessels of the Eastern Gulf Squadron as usual and proceed as far as Pensacola only, where you will supply any of the vessels of the Western Gulf Squadron present and land stores, etc., for that squadron. You will return the same way, touching as usual at Port Royal, off Wilmington, and at Hampton Roads, and entering the port of New York.

Should the yellow fever appear at any of the stations of the Eastern Gulf Squadron, you will not visit Pensacola, but return after supplying the vessels of the Eastern Gulf Squadron. In this event every precaution must be observed in communicating with the vessels or localities infected with the fever.

Touch on the way out at Port Royal, as usual.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieut. EDWARD CONROY, U. S. Navy,
*Commanding U. S. S. Union, New York.*

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*Order of the Secretary of the Navy to flag-officers of the Gulf Squadrons, giving changes in programme for supply vessels.*

NAVY DEPARTMENT, *June 10, 1863.*

SIR: I have to advise you of the following changes in the programme of the supply vessels in their trips hereafter:

The *Circassian* and *Bermuda* touch at Port Royal, thence go to Pensacola and communicate with all the vessels of the Western Gulf Blockading Squadron. They will make similar communications returning, thus avoiding all stations between Port Royal and Pensacola.

The *Union* will touch at Port Royal, communicate with all the stations of the East Gulf Blockading Squadron, and go as far as Pensacola. She will make similar communications returning. Should the yellow fever appear at any of the stations of the East Gulf Squadron, the *Union* will not go as far as Pensacola, but return after visiting all the stations of the Eastern Gulf Squadron.

I am, respectfully, etc.

GIDEON WELLES,
*Secretary of the Navy.*

Rear-Admiral D. G. FARRAGUT,
*Commanding West Gulf Squadron.*

Acting Rear-Admiral THEODORUS BAILEY,
*Commanding East Gulf Squadron, Key West, Fla.*

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*Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Circassian, naming vessels to be supplied.*

U. S. FLAGSHIP MAGNOLIA,
*Key West, June 13, 1863.*

SIR: The following list shows the position of vessels belonging to this squadron with whom you will communicate after leaving this port: *Sagamore*, Charlotte Harbor; *Tahoma*, Tampa Bay; *Fort Henry*, Cedar Keys; *Stars and Stripes*, off St. Marks; *Somerset*, East Pass St. George's Sound; *Port Royal*, West Pass St. George's Sound; *J. L. Davis*, St. Joseph's Bay; *Roebuck*, St. Andrew's Sound.

Besides these, there are the following with whom you may fall in with, and whom you will, in that case, supply with fresh provisions, etc.: *Sunflower*, cruising northward of Tortugas; *Fox*, cruising off Tampa Bay; *Two Sisters*, cruising off Bayport; *Huntsville*, cruising at large.

Respectfully,

THEODORUS BAILEY,
*Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.*

Acting Volunteer Lieutenant WM. B. EATON,
*Commanding Steamer Circassian.*

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*Report of Naval Storekeeper Marshall regarding movements of the supply schooner John Lenthall.*

NAVY YARD, NEW YORK, *June 17, 1863.*

SIR: I have the honor to inform you that I have dispatched the schooner *John Lenthall* on the 15th instant with a large assortment of naval stores, etc., for Beaufort and New Berne, for one of the squadrons under your command and in compliance with requisitions received.

The stores called for in requisitions of the 1st instant, and received yesterday, will be sent forward with all possible dispatch.

I am, sir, very respectfully,

D. D. T. MARSHALL,
*Naval Storekeeper.*

Acting Rear-Admiral SAMUEL PHILLIPS LEE,
*Commanding North Atlantic Blockading Squadron.*

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[Telegram.]

NAVY DEPARTMENT, *June 17, 1863.*

Direct the commander of the *Union* to land some of the fresh beef at Port Royal, and on his return from Pensacola, if he has any left, to leave it with all the vessels on the Atlantic coast.

GIDEON WELLES,
*Secretary of the Navy.*

Rear-Admiral H. PAULDING,
*Commandant of Navy Yard, New York.*

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[Telegram.]

U. S. FLAGSHIP MINNESOTA,
*Newport News, [Va.], June 18, 1863—2:30 p. m.*

The *Adela* has arrived here for coal. She is waiting orders. Her commander's report forwarded by mail to-day.

S. P. LEE,
*Actg. Rear-Admiral, Comdg. North Atlantic Blkdg. Squadron.*

Hon. GIDEON WELLES.

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, of arrival at Philadelphia, towing captured Confederate steamer Calypso.*

U. S. S. MASSACHUSETTS,
*Philadelphia Navy Yard, June 20, 1863.*

SIR: I have the honor to report the arrival this afternoon of the U. S. S. *Massachusetts* at the Philadelphia Navy Yard from having towed the Confederate steamer *Calypso* (disabled) from Old Inlet, captured by the U. S. S. *Florida* off Wilmington, N. C.

Enclosed please find lists of passengers, provisions, and invalids brought North; also lists of vessels supplied with provisions, boarded, and spoken.

I am, sir, very respectfully, your obedient servant,

W. H. WEST,
*Acting Volunteer Lieutenant, Commanding, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Order of the Secretary of the Navy to Acting Master Cressy, U. S. Navy, commanding U. S. ship Courier, to proceed on supply trip.*

NAVY DEPARTMENT, *June 22, 1863.*

SIR: Proceed with the U. S. storeship *Courier* to Key West, and after communicating with Acting Rear-Admiral Bailey, and landing the ordnance stores for that point, continue to other points of the Gulf, delivering stores as per invoices, and then return direct to New York.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Master W. K. CRESSY,
*Commanding U. S. Storeship Courier, New York.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Commander Patterson, U. S. Navy, to take the U. S. S. James Adger to Philadelphia.*

U. S. FLAGSHIP MINNESOTA,
*Off Newport News, Va., June 23, 1863.*

SIR: The orders you just received from me are modified according to the following dispatch since received from the Secretary of the Navy.

Respectfully, yours, S. P. LEE,
*Actg. Rear-Admiral, Comdg. North Atlantic Blkdg. Squadron.*

Commander T. H. PATTERSON,
*Commanding U. S. S. James Adger.*

[Enclosure.—Telegram.]

WASHINGTON, D. C., *June 23, 1862—2:20 p. m.*

Send the *James Adger* to Philadelphia instead of New York, as her new boilers are at Philadelphia.

GIDEON WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Comdg. North Atlantic Blkdg. Squadron, off Newport News.*

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*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Circassian, regarding the capture by that vessel of Confederate sloop John Wesley, June 16, 1863.*

U. S. S. CIRCASSIAN,
*Off New Orleans, La., June 23, 1863.*

SIR: I have the honor to report that on the 16th instant, in latitude 28° 40′, longitude 83° 14′, this vessel fell in with the Confederate sloop *John Wesley*, which had evaded the blockade off St. Marks, Fla., on the 13th instant, and was bound to Havana laden with cotton.

Being convinced that she was on an unlawful voyage, I seized her as a prize, placed her in charge of a prize master, with two men, and ordered her to proceed to the port of Key West for adjudication, retaining a portion of her crew—which consisted of the following-named persons:

D. B. Tomlinson, captain; Constantino Oliver, seaman; ——— Bronk, seaman; J. Raymond, seaman—on board the *Circassian*. They will be delivered up as witnesses in the case on the return of this vessel to Key West.

All the papers found on board the sloop were transmitted under seal to the judge of the United States district court at Key West. I enclose herewith a list of the officers and crew of the *Circassian* at the time of the capture.

I am happy to state that the fresh provisions placed on board this vessel for distribution have given satisfaction in quantity and

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quality, and I have been enabled thus far to supply the fleets with wholesome food.

Very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the need of a special supply vessel for the North Atlantic Squadron.*

No. 672.] U. S. FLAGSHIP MINNESOTA,
*Off Newport News, Va., June 23, 1863.*

SIR: I beg leave to represent to the Department the great inconvenience to the public service occasioned by the supply vessels never touching here on their passage south and often failing to do so on their way north.

Officers and dispatches from this point for New Berne and Beaufort are detained until an army transport goes from Fortress Monroe. This opportunity occurs occasionally only as the army communications are direct between North Carolina and New York. When such an opportunity does present itself, I am constrained to appeal to the hospitality of the Army to supply the necessary facilities.

This squadron requires at least one supply and transport steamer for its exclusive use.

At present the blockaders off the two entrances to Wilmington and the adjacent inlets get fresh beef once in a month or six weeks. There would be more fresh beef for them, but they have no ice to keep it with.

It appears that there are too many stopping places in the two squadrons on the Atlantic for one vessel to attend all and afford that reasonable relief to the officers and crew of this blockade which the nature of their services requires and which the Department is doubtless disposed to grant them.

One steamer for this squadron would afford mail facilities and transportation for officers and men and fresh beef and vegetables for them; also transportation for such regular naval supplies as would prevent the serious embarrassment recently experienced at New Berne and Beaufort for the want of paymasters', engineers', and ship's stores.

There is another point to which I should solicit the attention of the Department.

I respectfully propose that there shall be a discontinuance on board the supply vessels for this squadron of the old objectionable and legally abolished naval system of pursers or sutlers.

I am informed that the articles now furnished in this manner to officers and men on this blockade are of a poor quality, though at a high price.

Either one of two plans might be reasonably substituted for the present:

The paymaster might be required to supply the articles needed for officers and men at the usual advance of 10 per cent on the first

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cost of good articles, or obliged to receive and take care of and deliver all proper supplies put on board by the dealers in answer to orders from the squadron.

With a separate steamer for this squadron, it will be easy to make such arrangements as will enable the heads of departments in this squadron to keep up their supplies and to afford to officers and crews on the blockade reasonable accommodation.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Actg. Rear-Armiral, Comdg. North Atlantic Blkdg. Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Endorsement.]

A supply steamer will be bought for the North Atlantic Blockading Squadron.

It would cause great loss and inconvenience to have the Government supply "sutler's stores" through the agency of the paymaster, and a paymaster could not be made responsible for articles put on board and not belonging to the Government.

H. B.

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*Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, giving names of vessels to be supplied.*

U. S. FLAGSHIP MAGNOLIA,
*Key West, June 26, 1863.*

SIR: After leaving this port you will communicate with the following vessels belonging to this squadron: *Restless*, at Charlotte Harbor; *Tahoma*, at Tampa Bay; *Wanderer*, at Tampa Bay; *Fort Henry*, at Cedar Keys; *Stars and Stripes*, off St. Marks; *Somerset*, at East Pass St. George's Sound; *Port Royal*, at West Pass St. George's Sound; *J. S. Chambers*, West Pass St. George's Sound; *J. L. Davis*, at St. Joseph's Bay; *Roebuck*, at St. Andrew's Sound.

You will be pleased to deliver to each of these vessels their mails and to furnish them with the usual supplies.

Besides those already enumerated, you may possibly meet the following: *Annie*, cruising near Quicksand Passage; *Rosalie*, tender to *Restless*, Charlotte Harbor; *Stonewall*, tender to *Tahoma*, Tampa Bay; *Two Sisters*, tender to *Magnolia*, off Bayport; *Fox*, tender to *Dale*, cruising; *Sagamore*, cruising; *Hendrick Hudson*, cruising; *De Soto*, cruising.

In which case you will be pleased to furnish them also with supplies.

Respectfully,

THEODORUS BAILEY,
*Actg. Rear-Admiral, Comdg. East Gulf Blockading Squadron.*

Acting Volunteer Lieutenant EDWARD CONROY, U. S. Navy,
*Commanding Steamer Union.*



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*Report of Rear-Admiral Farragut, U. S. Navy, regarding the sailing of the U. S. S. Kensington for the North.*

No. 109.]

NEW ORLEANS, *June 26, 1863.*

SIR: In obedience to the instructions of the Department, I have ordered the *R. R. Cuyler* to proceed to Philadelphia and the *Pembina* to New York for repairs. The *Kensington* sailed for New York on the 24th; she requires extensive repairs, and her boilers are too large to be sent out to her. I hope that the Department will soon return to me or replace these vessels.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
*Rear-Admiral.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding the purchase of supply vessel for the squadron under his command.*

NAVY DEPARTMENT, *June 29, 1863.*

SIR: The Department has purchased a supply steamer for the squadron under your command, to run between New York and Hampton Roads, and requests that you will nominate an acting volunteer lieutenant or acting master to command her.

Very respectfully,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Comdg. North Atlantic Blockading Squadron,*
*Hampton Roads, Va.*

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*Report of Acting Rear-Admiral Bailey, U. S. Navy, regarding requisitions for money for East Gulf Blockading Squadron.*

U. S. FLAGSHIP MAGNOLIA,
*Key West, June 29, 1863.*

SIR: I have the honor to acknowledge the receipt of your communication dated June 15, directing the discontinuance of the drawing of bills upon the Department by Acting Assistant Paymaster J. J. Philbrick, and referring to other circumstances connected with the rate of discount on bills, etc.

I have instructed Mr. Philbrick to make his requisitions upon the fleet paymaster in future. Heretofore, in drawing upon the Department, Mr. Philbrick has, he informs me, been governed by the written instructions communicated by the Secretary of the Navy to Paymaster Pierce, his predecessor, under date of October 31, 1861. I am informed that 1½ per cent has been a low rate of exchange, obtained by virtue of an agreement existing prior to the rise in ex-

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change, and that the draft for $5,000 negotiated at par on the 26th ultimo was money obtained from the marshal, who desired exchange on New York and did not feel authorized, of course, to charge exchange on Government funds in his hands.

Under these instructions from the Department it will be necessary that the fleet paymaster should make larger requisitions than heretofore, as the expenses at the naval depot are very considerable. In case this officer is not likely to reach this port for some time to come (as I understand is the case), I would request that the sum of $50,000 be sent out to provide against the increased demand upon the paymaster of the flagship.

I am, respectfully, your obedient servant,

T. BAILEY,
*Actg. Rear-Admiral, Comdg. East Gulf Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, giving locations of vessels to be supplied.*

U. S. FLAGSHIP SAN JACINTO,
*Key West, July 6, 1863.*

SIR: The only vessels of this squadron to the eastward of this are the schooner *Ariel*, cruising (inside the reef) between Sombrero and Indian Keys; the bark *Pursuit*, probably off Indian River; and the schooner *Beauregard*, probably off Mosquito Inlet. The limits assigned to the two last-named are from Jupiter to Mosquito Inlets, and you will be careful to communicate with them. Should it be convenient you can also communicate with the *Ariel*.

Respectfully,

THEODORUS BAILEY,
*Actg. Rear-Admiral, Comdg. East Gulf Blockading Squadron.*

Acting Volunteer Lieutenant EDWARD CONROY, U. S. Navy,
*Commanding Steamer Union.*

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*Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Conroy, commanding U. S. S. Union, regarding transportation of cotton captured by U. S. S. Circassian.*

U. S. FLAGSHIP SAN JACINTO,
*Key West, July 6, 1863.*

SIR: The supply steamer *Circassian* captured on the 16th of June the sloop *John Wesley* near St. Marks, with 12 bales of cotton. The sloop proved unseaworthy. The cotton has been adjudicated by this prize court and condemned as prize of war. Judge Marvin, of this district court, has made an order to have this cotton shipped to New York, for sale by Mr. J. C. Clapp, the marshal of this district of Florida, 113 Wall Street, New York, who is now in New York to attend to the sale of prize property condemned here.

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You will therefore be pleased to take this cotton (12 bales) on board and deliver the same to the marshal aforesaid on your arrival in New York.

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
*Acting Rear-Admiral.*

Acting Volunteer Lieutenant EDWARD CONROY,
*Commanding U. S. S. Union.*

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*Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding the purchase of chartered steamer Augusta Dinsmore.*

NAVY DEPARTMENT, *July 9, 1863.*

SIR: The steamer *Augusta Dinsmore*, chartered from Adams Express Company for your squadron, has been purchased by the Department, therefore her charter ceases. The Department is to pay all expenses incurred since the commencement of the charter. You are authorized to retain such of her officers as you may desire and to give them certain appointments, which will be confirmed by the Department upon the receipt of a list of the same from you. You can assign engineers to her, the senior not to be higher rank than first assistant. You can also appoint to the command such officers as you may select. Such of the officers and crew as you do not wish to retain you will send to New York by the first convenient conveyance.

Very respectfully,

GIDEON WELLES,
*Secretary of the Navy.*

Rear-Admiral JOHN A. DAHLGREN,
*Comdg. South Atlantic Blkdg. Squadron, Port Royal, S. C.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Arkansas, announcing arrival at Philadelphia from supply trip.*

U. S. S. ARKANSAS,
*Philadelphia Navy Yard, July 11, 1863.*

SIR: I have the honor to report to you the arrival this day of the U. S. S. *Arkansas*, under my command (temporarily in place of the *Massachusetts*), at the Philadelphia Navy Yard, from the North and South Atlantic Blockading Squadrons.

Enclosed please find lists of passengers, prisoners, invalids, and vessels supplied.

I am, sir, very respectfully, your obedient servant,

W. H. WEST,
*Acting Volunteer Lieutenant, U. S. Navy, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, announcing arrival at Hampton Roads on return from East Gulf and South Atlantic Squadrons.*

U. S. SUPPLY STEAMER UNION,
*Hampton Roads, July 14, 1863.*

SIR: I have the honor of reporting the arrival of this ship at this port, agreeable to orders from the Navy Department, on my return trip, after having supplied all the vessels of the East Gulf and South Atlantic Blockading Squadrons. We left Charleston Bar Sunday evening, the 12th. Our Army and Navy have almost entire possession of Morris Island. Rear-Admiral Dahlgren, with all the monitors, gunboats, and double-enders, are anchored inside the bar in the main ship channel, between Light House Inlet and Cumming's Point. During almost the entire day, Sunday the 12th, the gunboats and double-enders and one monitor were shelling Fort Wagner.

I most respectfully forward all dispatches for the Department; also a list of vessels supplied by this supply steamer, and a list of passengers and prisoners on board.

I am, sir, very respectfully, your obedient servant,

EDWARD CONROY,
*Acting Volunteer Lieutenant, Commanding U. S. S. Union.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, announcing arrival at New York from Hampton Roads, Va.*

U. S. SUPPLY STEAMER UNION,
*New York, July 15, 1863.*

SIR: I most respectfully report to the Department the arrival of this vessel at this port. We left Hampton Roads on the afternoon of the 14th, 3 p. m., making the run from that port to this in twenty-eight hours.

I most respectfully enclose a list of officers attached to this vessel.

I am, sir, very respectfully, your obedient servant,

EDW. CONROY,
*Acting Volunteer Lieutenant, Commanding U. S. S. Union.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Telegram.]

U. S. FLAGSHIP MINNESOTA,
*Off Newport News, Va., June 30, 1863—10 a. m.*

I have dispatched gunboats from this point. The *Seymour* has but one small gun, has no gunboat force, is fitted for a special purpose, and is needed here immediately. Please dispatch her this forenoon and notify me.

S. P. LEE,
*Acting Rear-Admiral.*

Commodore T. A. DORNIN, U. S. NAVY,
*Commandant U. S. Naval Station, Baltimore, Md.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Arkansas, to proceed on supply trip.*

NAVY DEPARTMENT, *July 18, 1863.*

SIR: On the 20th instant proceed with the U. S. supply steamer *Arkansas* on another trip to the Atlantic Blockading Squadron, touching off Beaufort and Wilmington and communicating with all of the vessels of the North Atlantic Squadron south of the Capes. Touch at Hampton Roads, as usual, on your homeward trip, and return to the Philadelphia Navy Yard.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant WM. H. WEST,
*Commanding U. S. S. Arkansas, Philadelphia.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Arkansas, of departure for Atlantic Blockading Squadron.*

U. S. S. ARKANSAS,
*Philadelphia Navy Yard, July 20, 1863—5 p. m.*

SIR: I have the honor to report the departure of the U. S. S. *Arkansas* under my command for the Atlantic Blockading Squadron.

Herewith please find a list of passengers:

Acting Master J. F. Anderson, ordnance duty at Port Royal; Assistant Paymaster William H. Weldon, to join U. S. S. *Sacramento;* Acting Ensign G. Howith, jr., to join U. S. S. *Dai Ching;* Second Lieutenant of Marines J. B. Young, to join U. S. S. *New Ironsides;* Master's Mate Thomas Newton, to join U. S. S. *Cimarron;* Pay Clerk Felix Tully, to join U. S. S. *State of Georgia;* Richard Richardson, landsman; George G. Keith, landsman; James Sims, landsman; Henry Lee, landsman, to *Wabash.*

I am, sir, very respectfully, your obedient servant,

W. H. WEST,
*Actg. Vol. Lieutenant, U. S. Navy, Comdg. U. S. S. Arkansas.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Commodore Stribling, U. S. Navy, regarding movements of U. S. S. Bermuda.*

NAVY DEPARTMENT, *July 20, 1863.*

SIR: Have the *Bermuda* ready to sail on Saturday next. Bear in mind that she does not touch at any of Rear-Admiral Bailey's stations.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Commodore C. K. STRIBLING,
*Commandant Navy Yard, Philadelphia.*

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*Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Master Hamilton, U. S. Navy, to assume command of U. S. S. Augusta Dinsmore.*

FLAG-STEAMER DINSMORE,
*Off Morris Island, S. C., July 21, 1863.*

SIR: You are hereby detached from the *Patapsco* and ordered to take command of the U. S. S. *Augusta Dinsmore.*

Very respectfully,

J. A. DAHLGREN,
*Rear-Admiral, Comdg. South Atlantic Blockading Squadron.*

Acting Master W. HAMILTON,
*U. S. S. Patapsco.*

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*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Circassian, announcing arrival at Hampton Roads on return from supply trip to the squadrons.*

U. S. S. CIRCASSIAN,
*Hampton Roads, Va., July 21, 1863.*

SIR: I have the honor to report the arrival of this steamer from another voyage to the blockading squadrons, and on the way to the port of Boston.

The *Circassian* left New York on the 5th of June; communicated with Rear-Admiral Du Pont at Port Royal on the 9th, with Acting Rear-Admiral Bailey at Key West on the 13th, and with all the blockaders between the latter place and New Orleans, where she arrived on the 22d, and left June 26 for Galveston, the terminus of the outward voyage.

On the return voyage she communicated at all the places above mentioned, and in addition at Indian River, Fla., on the 15th, Charleston, S. C., on the 17th, and off Wilmington, N. C., on the 18th instant, receiving from the squadrons mails, etc.

At daybreak on the morning of the 12th instant, while on the passage from Charlotte Harbor to Key West and between Tortugas and the mainland, a large side-wheel steamer, in all appearances like a Mississippi River towboat, was seen about 4 miles distant from this ship; she apparently sighted the *Circassian* at the same moment, as she changed her course and ran from us. Immediate chase was given, a blank cartridge fired, but unheeded by the stranger; the 100-pounder rifle was next tried, but the range proved ineffective. The weather was calm, water smooth, and everything to the stranger's advantage; nevertheless, the chase was continued twelve hours and many shots fired from the 30 and 100 pounder rifles, and not until the black smoke from the unknown steamer was fast disappearing below the horizon was the chase relinquished as hopeless.

Admiral Bailey, from a description of her, expressed the opinion that she was the *Fox*, which ran out of Pass à l'Outre, about six months since, in charge of a rebel crew.

During the chase, by burning pine wood and other light material the speed of 10 knots was attained by this vessel, but when these resources were exhausted and coal used it was of such poor quality

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that sufficient steam could not be produced to drive her beyond 8½ knots; this coal was obtained at Pensacola.

Before the departure of this vessel from Charleston, early on the morning of the 18th instant, the gunboats and a battery on Morris Island commenced bombarding the rebel Fort Wagner. The firing commenced slowly, gradually increasing as the proper ranges were obtained, and when we left, at about 10 a. m., there was a brisk cannonading, apparently doing great damage to the enemy, as most of the shells fired from our side were seen to explode directly in and over the fort. The enemy directed his entire attention to thick woods to the rear of his position, which gave us the impression that some movements were being made by our forces in that direction.

The officers of our fleet were confident that Fort Wagner would soon be evacuated or surrendered.

By order of the naval officer at Port Royal, the brig *Frost* was towed from that place to the fleet off Charleston by this vessel.

Much regret was expressed by the officers of the blockading vessels because of the failure of the sutler of this vessel to furnish flour, hams, and many other mess stores. The fleet off Galveston was entirely destitute of those eatables, usually supplied by the sutler's department.

I sent a letter from New Orleans, reporting the capture of the Confederate sloop *John Wesley*, and enclosed a prize list.

It will be necessary to take on board a few tons of coal before leaving this place for Boston, as our supply has been nearly exhausted by different detentions during the homeward trip.

The *Circassian's* bottom is foul throughout her whole length, and leaks exist in the amidship compartment. In consideration of this, I would respectfully request that she be docked on her arrival at Boston.

I enclose herewith the usual abstracts, etc., required by the Department, also a report from the senior engineer of this vessel. The mails, etc., from the squadrons are forwarded from this place.

I have the honor to be, very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Master Curtis, U. S. Navy, commanding U. S. S. Memphis, to proceed to Hampton Roads, returning to Charleston, S. C., with ordnance stores.*

FLAG-STEAMER DINSMORE,
*Off Morris Island, S. C., July 22, 1863.*

SIR: You will proceed with the *Memphis* under your command to Hampton Roads without delay and report your arrival to the Department by telegraph, sending at the same time the enclosed telegram to the Chief of Bureau of Ordnance.

You will also report to the Department by letter, enclosing a copy of these orders.

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Unless otherwise ordered by superior authority, you will return to Charleston with all dispatch so soon as you have received on board a quantity of ordnance stores, which I have requested to be forwarded by you.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
*Rear-Admiral, Comdg. South Atlantic Blockading Squadron.*

Acting Master C. A. CURTIS, U. S. Navy,
*Commanding U. S. S. Memphis.*

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[Telegram.]

NAVY DEPARTMENT, *July 27, 1863.*

Prepare *Circassian* for another trip, giving her such repairs as are actually necessary. Send prisoners who are not foreigners to Fort Warren. Release foreigners not needed as witnesses. Let the refugees take the oath of allegiance. Instructions by mail.

GIDEON WELLES,
*Secretary of the Navy.*

Commodore JNO. B. MONTGOMERY,
*Commandant Navy Yard, Boston.*

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*Order of the Secretary of the Navy to commandant navy yard, Boston, for the preparation of U. S. S. Circassian for supply trip.*

NAVY DEPARTMENT, *July 27, 1863.*

SIR: Your telegram of this day has been received.

Have the *Circassian* prepared for another trip to the Gulf, putting such repairs upon her as may be actually necessary. Inform the Department when she can be advertised to sail.

All the prisoners captured on vessels running the blockade who are bona fide foreigners and are not needed as witnesses will be discharged from custody. Those who will be required as witnesses must be detained for that purpose. All others who are citizens of the United States, captured for violating the blockade or while in arms against the United States, will be sent to Fort Warren. The refugees can be discharged on taking the oath of allegiance.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Commodore JNO. B. MONTGOMERY,
*Commandant Navy Yard, Boston.*

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*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Circassian, of arrival in Boston, having towed the ironclad Lehigh to Sandy Hook, N. J.*

U. S. S. CIRCASSIAN,
*Navy Yard, Boston, July [29?], 1863.*

SIR: I have the honor to report the arrival here of the *Circassian* from the Gulf via Hampton Roads, from which place a detailed report of the voyage was forwarded.

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I enclose a copy of an order from Acting Rear-Admiral S. P. Lee, directing this vessel to tow the ironclad *Lehigh* to Sandy Hook. I am happy to state this duty was performed without accident, the weather being favorable during the passage.

I have the honor to be, very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Rear-Admiral Dahlgren, U. S. Navy, requesting the exclusive use of the U. S. supply steamer Arkansas.*

No. 46.] FLAG-STEAMER DINSMORE,
*Off Morris Island, July 30, 1863.*

SIR: The *Arkansas* has just stopped here for dispatches.

I beg leave to suggest that it would conduce much to the convenience of supply for this squadron if the *Arkansas* were directed to confine herself to it. On this trip she has been unable to go farther than Doboy, leaving six vessels unsupplied with fresh provisions at lower stations.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
*Rear-Admiral, Comdg. South Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Report of Acting Master Curtis, U. S. Navy, commanding U. S. S. Memphis, announcing arrival at Charleston, S. C., with ordnance stores.*

U. S. S. MEMPHIS,
*Off Charleston, August 1, 1863.*

SIR: I have the honor to report my arrival here this morning with 500 tons ordnance stores in the *Memphis;* also 200 tons by a schooner which I had orders from the Department to tow here, memoranda and bills of lading of which are forwarded herewith.

Leaving Fortress Monroe on the 29th at noon, having received there all possible dispatch, where, arriving on the evening of the 24th, too late for the mail, I communicated by telegram with the Department as ordered, forwarding dispatches by mail of the 25th, all that were entrusted to me.

I have to advise of the following telegram received by me at Fortress Monroe from the Department: "Inform Admiral Dahlgren that his dispatches numbered 14 to 20 are missing. Do you know anything of them?" dated 27th July.

Very respectfully, your obedient servant,

C. A. CURTIS,
*Commanding Officer.*

Rear-Admiral JOHN A. DAHLGREN,
*Commanding South Atlantic Blockading Squadron.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, to proceed on supply trip to the Gulf of Mexico.*

NAVY DEPARTMENT, *August 3, 1863.*

SIR: On the 6th instant proceed with the U. S. S. *Union* on another trip to the Gulf and supply all the vessels of the Eastern Gulf Blockading Squadron and those of the Western Gulf that you may find at Pensacola with fresh provisions, etc.

You will go no farther than Pensacola, and should the yellow fever appear or have appeared at any of the stations of the Eastern Gulf Squadron you will not go to Pensacola, but visit the stations of the squadron only.

You will touch at no point north of Port Royal or Charleston, either in going out or in returning. On going out you will touch at Port Royal, also in returning, unless you should get the yellow fever on board your vessel.

Enter the port of New York on your return, as usual, forwarding your report and mails from that place.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant ED. CONROY,
*Commanding U. S. S. Union, New York.*

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*Instructions from the Secretary of the Navy to Acting Volunteer Lieutenant Harris, U. S. Navy, commanding U. S. S. New Berne, regarding service as a special supply vessel.*

NAVY DEPARTMENT, *August 3, 1863.*

SIR: U. S. S. *New Berne* has been prepared for special service as a supply steamer for the North Atlantic Blockading Squadron—that is, to furnish the vessels of that squadron engaged on blockade duty outside (not in the Sounds of North Carolina) with fresh provisions and convoy passengers and mails to and from them. The limit of this squadron on the south is the dividing line of North and South Carolina.

On the 6th instant you will proceed on a trip as indicated, touching at Hampton Roads and communicating with the senior officer there, both on your outward and homeward trips. Your stoppage there will only be for the purpose of receiving or delivering mails or passengers, and is more for the convenience of the commanding officer of the squadron and for facilitating his communication with the vessels of his squadron on the coast than anything else.

Before sailing transmit to the Department a list of passengers going out in the *New Berne*, specifying their destination, and on your return furnish it with the following statements:

1. Officers or passengers brought home, from what place or vessel received, and cause of their return.
2. Similar list of seamen.
3. Similar list of prisoners.

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4. List of vessels communicated with or supplied during the cruise, where and when.

5. List of vessels boarded or spoken during the cruise, with customary remarks.

Notwithstanding the special service assigned to the *New Berne*, she is to exercise all the rights pertaining to a cruiser of the United States in time of war. The unquestioned belligerent right of search is to be exercised, and you will be vigilant to detect, seize, and send into port for adjudication any vessel you may encounter in your course engaged in carrying contraband of war to the insurgents or in violating the blockade. I transmit herewith for your guidance a copy of the circular letter of the Department of August 18, 1862, respecting the restrictions and precautions to be observed by our squadrons and cruisers, also copies of printed general orders issued from time to time.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant T. A. HARRIS, U. S. Navy,
*Commanding U. S. S. New Berne, New York.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Arkansas, announcing arrival at Philadelphia from supply trip to squadrons.*

U. S. S. ARKANSAS,
*Philadelphia Navy Yard, August 3, 1863.*

SIR: I have the honor to report to you the arrival this morning of the U. S. S. *Arkansas*, under my command, from the North and South Atlantic Blockading Squadrons.

Enclosed you will please find lists of passengers and invalids brought north; also lists of vessels supplied, boarded, and spoken.

The *Arkansas* can be ready to sail on Saturday next, 8th instant, if the Department so desires.

I am, sir, very respectfully, your obedient servant,

W. H. WEST,
*Actg. Volunteer Lieut., U. S. Navy, Comdg. U. S. S. Arkansas.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Flye, U. S. Navy, commanding U. S. bark Release, to proceed to Beaufort, N. C.*

NAVY DEPARTMENT, *August 3, 1863.*

SIR: After taking on board the *Release* the building that has been prepared for a storehouse at Beaufort, N. C., and such stores as may be ordered by the Bureau of Provisions, etc., proceed with that vessel to that port and land the storehouse and stores.

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You will also take out in the *Release* as passengers the workmen that are necessary to put up the building after it is landed at Beaufort, and supply them with the regular ration while on board.

After discharging cargo, the *Release* will remain at Beaufort, subject to the orders of the commanding officer of the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant WILLAM FLYE,
*Commanding U. S. Storeship Release, Boston.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Arkansas, to proceed on supply trip to South Atlantic Squadron.*

NAVY DEPARTMENT, *August 5, 1863.*

SIR: On Saturday next, the 8th instant, you will proceed with the U. S. S. *Arkansas* on another trip to the South Atlantic Blockading Squadron. The *Arkansas* will hereafter supply the vessels of that squadron only, and from Philadelphia you will proceed off Charleston and there receive Admiral Dahlgren's directions as to visiting other stations within the limits of his command.

You will not touch at any one of the stations of the North Atlantic Squadron either in going out or returning. Enter Philadelphia on your return, as usual.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant WM. H. WEST,
*Commanding U. S. S. Arkansas, Philadelphia.*

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*Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, assigning the U. S. S. Arkansas as supply vessel for the South Atlantic Squadron.*

NAVY DEPARTMENT, *August 7, 1863.*

SIR: Your No. 46, in reference to the *Arkansas*, has been received. Hereafter the *Arkansas* will supply the vessels of your squadron only, and has been ordered to proceed on the coming trip off Charleston and receive instructions from you as to visiting other stations within the limits of your command.

The bark *Fernandina*, at Portsmouth, N. H., has been ordered to your squadron.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Rear-Admiral JOHN A. DAHLGREN,
*Comdg. South Atlantic Blockading Squadron,*
*Port Royal, S. C.*

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[Telegram.]

NAVY DEPARTMENT, *August 7, 1863.*

Direct Acting Volunteer Lieutenant E. F. Devens to proceed with the steamer *Aries* under his command immediately to New York, and on his arrival report to Rear-Admiral Paulding.

GIDEON WELLES,
*Secretary of the Navy.*

Captain GUERT GANSEVOORT,
*Commanding U. S. Steam Frigate Roanoke, Old Point, Va.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Arkansas, of departure for South Atlantic Squadron.*

U. S. S. ARKANSAS,
*Philadelphia Navy Yard, August 8, 1863—2:30 p. m.*

SIR: I have the honor to report the departure of the U. S. S. *Arkansas*, under my command, for the South Atlantic Blockading Squadron.

Herewith please find a list of passengers:

Third Assistant Engineer J. M. Murray, to join U. S. S. *Chippewa;* John Davis, master carpenter, to Port Royal; 8 seamen, 10 ordinary seamen, 66 landsmen, and 15 boys, to the South Atlantic Blockading Squadron.

I am, sir, very respectfully, your obedient servant,

W. H. WEST,
*Actg. Volunteer Lieut., U. S. Navy, Comdg. U. S. S. Arkansas.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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[Telegram.]

U. S. S. ROANOKE,
*Off Newport News, August 8, 1863.*
(Received 3:15 —. m., 9th.)

SIR: The *Aries* has not yet arrived at this port. When she does, I will order her to New York.

Respectfully, GUERT GANSEVOORT,
*Captain.*

Hon. GIDEON WELLES,
*Secretary of Navy.*

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*Report of Commander Reynolds, U. S. Navy, regarding attempts to save coal from stranded bark Faith.*

U. S. SHIP VERMONT,
*Port Royal Harbor, S. C., August 9, 1863.*

SIR: Saturday about 10 o'clock a. m. the captain of the bark *Faith* came on board and reported his vessel aground inside of Martin's

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Industry, having run aground the afternoon before while trying to come in without a pilot. He was thirty-five days out from Philadelphia, with over 500 tons of coal for the squadron.

On questioning him as to the position of the brig, it seemed possible that some of the coal might be saved, though not the vessel, as she had bilged and the tide was flowing into her. The *Chippewa* was at that moment going alongside the brig *Frost* to take out of her the little coal she had left in her (which I have not been [able] to accomplish thus far). I made a bargain with [the] captain of the *Frost* to go down in tow of the *Chippewa* at $75 per day whilst engaged in wrecking and $50 per day demurrage afterwards until discharge. I could see no other way than this of attempting to do anything. The *Chippewa* is the only vessel here able to move. She had a strong flood tide and a fresh sea breeze to contend with, against which she made very slow progress.

At sunset the *Chippewa* returned and reported that she had not been able to go near the wreck. At high water it is not possible to go alongside the bark or to take the *Frost* alongside. There seems to be very little probability of getting near to her in any way to save any of the coal. There was communication between the *Frost* and bark, and the crew of the latter abandoned her to take refuge on board the *Frost*. The *Chippewa* has about coal enough on board to take her back to her anchorage. This morning at daylight the *Chippewa* took in some more coal and went down to the wreck, where she now is.

This morning I applied to quartermaster for aid to save coal, offering to divide with him whatever might be saved. He replied that he would be happy to render any assistance in his power without sharing in the spoils, and will, I believe, send a tug. I have asked him to send a tug and a pilot to the aid of the *Chippewa* and *Frost*.

No potatoes or onions are to be obtained at Port Royal, and the butcher at Bay Point has none.

*Monday, 11th.*—I have sent the *Powhatan* down to the wreck to try and get some coal from it between this and Wednesday morning, when she will leave with the monitors. I think the *Flambeau* had best tow up one of them, so as not to have all three depending on one tower.

The *Prometheus* is disabled and is having her engine repaired. The *Haze* is in, wanting coal, and can't give her any to-day.

The *Fairhaven* went to Wassaw with provisions for *Unadilla*, which vessel was almost empty. The *Oleander* returned last evening, out of coal, and wanting her engines examined. I can't give her any coal to-day, until toward evening, when she can get some from the quartermaster's pile at Bay Point. I will send her up to you as soon as I can.

Very respectfully, your obedient servant,

WM. REYNOLDS,
*Commander and Senior Officer.*

Rear-Admiral J. A. DAHLGREN,
*Commanding South Atlantic Blockading Squadron.*

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[Telegram.]

NAVY DEPARTMENT, *August 9, 1863.*

Send the *Aries* immediately to Admiral Dahlgren with the men you have collected for his squadron, without waiting to put any repairs on her. Direct her to return to Boston after delivering the men.

GIDEON WELLES,
*Secretary of the Navy.*

Rear Admiral HIRAM PAULDING,
*Commandant Navy Yard, New York.*

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*Report of Acting Master Curtis, U. S. Navy, of the arrival of the U. S. S. Memphis, at Fortress Monroe, Va.*

U. S. S. MEMPHIS,
*Fortress Monroe, August 12, 1863.*

SIR: I have the honor to report my arrival here, and referring to the enclosed copy of my orders which I telegraphed, mailing one dispatch from Admiral Dahlgren by this afternoon boat.*

Remain respectfully, your obedient servant,

C. A. CURTIS,
*Commanding Officer.*

Hon. GIDEON WELLES,
*Secretary of Navy, Washington, D. C.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, transmitting order of the Secretary of the Navy regarding purchase of naval stores.*

U. S. S. COMMODORE HULL,
*Plymouth, N. C., August 12, 1863.*

SIR: The foregoing is a copy of the order† of the Navy Department, dated July 14, 1863, respecting obtaining information as to the purchase of naval stores for the Navy. Please do all in your power to carry out the views of the Department and report to me on the subject.

Respectfully, yours,

S. P. LEE,
*Actg. Rear-Admiral, Comdg. North Atlantic Blkdg. Squadron.*

Lieutenant-Commander C. W. FLUSSER, U. S. Navy,
*Commanding U. S. S. Miami.*

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*Report of Acting Volunteer Lieutenant Stodder, U. S. Navy, Commanding U. S. S. Adela, of arrival of that vessel at Port Royal, S. C., in want of coal.*

U. S. S. ADELA,
*Off Port Royal, S. C., August 14, 1863.*

SIR: I have to report the arrival of this vessel at this place in want of coals August 4, and up to this date have not been able to obtain any from the supplies. On Saturday, August 8, the bark *Faith*, laden with coal for the Navy, struck on Martin's Industry Shoals and

* See Official Records of the Union and Confederate Navies, vol. 14, p. 431.
† See Official Records of the Union and Confederate Navies, vol. 9, p. 124.

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bilged. I requested permission from the senior officer to try and obtain coal from the wreck, which was granted. In three days, working under great disadvantages, the men, up to their necks in water for six consecutive hours, succeeded in obtaining about 25 tons of coal. The men becoming exhausted, and 1,400 tons of coal having arrived, I desisted from further operations, in hope of obtaining a supply from the vessels which had arrived, but up to the present time have not been furnished.

I am, sir, with much respect, your obedient servant,

LOUIS N. STODDER,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, giving location of vessels to be supplied.*

U. S. FLAGSHIP TAHOMA,
*Key West, August 15, 1863.*

SIR: On leaving this port you will communicate with the following vessels of this squadron:

*Gem of the Sea*, Charlotte Harbor; *Huntsville*, Tampa Bay; *Fort Henry*, Cedar Keys; *Stars and Stripes*, off St. Marks; *Somerset*, East Pass St. George's Sound; *Port Royal*, West Pass St. George's Sound; *J. S. Chambers*, West Pass St. George's Sound; *J. L. Davis*, St. Joseph's Bay; *Roebuck*, St. Andrew's Sound.

It is also possible that you may find some of the tenders or cruising vessels at the various ports mentioned, in which case, you will please furnish them, also, with supplies, etc.

As several informal complaints have reached me of undue haste being shown on the part of the supply steamers in communicating with the blockading vessels, I must again enjoin upon you the paramount necessity of giving them sufficient time to get their supplies, whether public or private; and although a quick passage on your part is desirable, yet, if it be gained at the sacrifice of giving such comfort as your vessel affords to those who are otherwise cut off from everything of the sort, the great and primary object of the Government in sending out the supply steamers will be frustrated. Again, as movements are arranged upon the supposition that the supply vessels will not fail to communicate with every station, and orders issued accordingly, the public interests are likely to be endangered by a contrary course, and already inconvenience has arisen from this cause. I can not, therefore, too strongly impress upon you the impropriety of allowing a mistaken zeal to look upon a quick passage as the most important feature of your present duties, while at the same time I have already issued a circular order calculated to prevent any unnecessary detention of your vessel.

Respectfully,

THEODORUS BAILEY,
*Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.*

Acting Volunteer Lieutenant EDW. CONROY, U. S. Navy,
*Commanding Steamer Union.*

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*Notice to purchasers and shippers of naval stores.*

All loyal persons within this military department who have made bona fide purchases of turpentine, tar, and rosin previous to the 25th day of July, 1863, and who now have said property within our military lines, will be permitted, on the appearance of this notice, to transport or ship the same to the eastern markets when a proper bond is executed and filed and 5 per cent is paid upon the sworn invoice value of each cargo.

All shipments must be made and cleared from this military department at the port of Beaufort. Loyal parties who have cotton, tobacco, and other merchandise are permitted to ship or transport the same by complying with the foregoing conditions.

No shipments of turpentine, rosin, or tar purchased after the 25th day of July last can now be made, and no bartering in the same or further purchasing can be allowed until additional orders are received from Washington. When such sales can be made due notice will be given.

Persons who have purchased any naval stores manufactured on lands deserted by rebels will not undertake to ship the same to market without rendering a true account of the same for adjustment.

Parties who have been and who are now engaged in manufacturing naval stores on lands so deserted or abandoned by rebels will take notice that before they attempt to sell to anyone they must account to some one of the provost-marshals, according to the notice of the provost-marshal-general, or to the undersigned, in order that a proper division of said property can be made.

While the sale of naval stores is prohibited for the present, the manufacture and preparation of the same is not intended to be interfered with. Let parties, therefore, who are engaged in the business continue at the same so long as the season lasts.

For the purpose of giving relief and affording supplies where needed no objection will be made to the disposition of 1 barrel of turpentine or its equivalent in tar every two weeks for one family. This privilege to continue until further notice.

D. HEATON,
*Supervising Special Agent Treasury Department.*

BEAUFORT, N. C., *August 18, 1863.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, suggesting that the U. S. S. New Berne be attached to the North Atlantic Squadron.*

U. S. FLAGSHIP HETZEL,
*Off New Berne, N. C., August 19, 1863.*

SIR: I respectfully suggest, for the consideration of the Department, that the *New Berne* may be considered as attached to the North Atlantic Blockading Squadron and subject to my orders.

This will enable me to control her movements when coming to and leaving the lines of blockade, her stay on it, and to some extent facilitate obtaining and delivering articles required for the squadron.

I further suggest that the different bureaus should be notified to send by the *New Berne* the supplies they are to furnish for the squadron.

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The *New Berne*, exclusive of her ice and meat house, can carry 300 tons in her hold.

The *New Berne* is a regularly armed, officered, and manned transport, exclusively for this squadron, with belligerent rights; hence I hope the Department will approve the suggestion herewith submitted in respect to her.

I have the honor to be, respectfully, your obedient servant,

S. P. LEE,
*Actg. Rear-Admiral, Comdg. North Atlantic Blkdg. Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Circassian, acknowledging receipt of orders.*

U. S. S. CIRCASSIAN,
*Navy Yard, Boston, August 20, 1863.*

SIR: I have the honor to acknowledge the receipt of the Department's letter containing instructions for the coming voyage of the *Circassian.*

Very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Reynolds, U. S. Navy, senior officer at Port Royal, S. C., to furnish anchors and chain.*

FLAG-STEAMER PHILADELPHIA,
*Off Morris Island, August 21, 1863.*

SIR: The sudden death of the fleet captain has left me without means of reference on many points—among others, the moorings for the monitors.

If nothing has been done, I wish you, without any loss of time, to send up the heaviest anchors you have, even frigates', each with 45 fathoms of chain. No time should be lost, as I am told that the season is not far off when gales are to be expected, and it is of first importance that the monitors should be provided.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
*Rear-Admiral, Comdg. South Atlantic Blockading Squadron.*

Commander WILLIAM REYNOLDS,
*Senior Officer Present, Port Royal, S. C.*

P. S.—The *Oleander* will proceed at once to Port Royal with this and return; the boatswain of the *Powhatan* will attend to the whole matter and have facilities of men. Send the port shutters for the *Ironsides* by the *Oleander.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Arkansas, announcing arrival at Philadelphia from supply trip to South Atlantic Squadron.*

U. S. S. ARKANSAS,
*Philadelphia Navy Yard, August 23, 1863—9 a. m.*

SIR: I have the honor to report to you the arrival this morning of the U. S. S. *Arkansas*, under my command, from the South Atlantic Blockading Squadron.

Enclosed you will please find lists of passengers, invalids, prisoners, and vessels supplied.

I am, sir, very respectfully, your obedient servant,

W. H. WEST,
*Actg. Vol. Lieut., U. S. Navy, Comdg. U. S. S. Arkansas.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Order of the Secretary of the Navy to commandant navy yard, Philadelphia, for the preparation of U. S. S. Arkansas for another trip.*

NAVY DEPARTMENT, *August 24, 1863.*

SIR: Have the *Arkansas* prepared for another trip to the South Atlantic Blockading Squadron, and inform the Department when she will be ready to sail.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Commodore C. K. STRIBLING,
*Commandant Navy Yard, Philadelphia.*

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*Order of the Secretary of the Navy to the commandant navy yard, Philadelphia, regarding U. S. steamers Massachusetts and Arkansas.*

NAVY DEPARTMENT, *August 26, 1863.*

SIR: The *Massachusetts* can resume her trips to the South Atlantic Squadron and be prepared to sail on Saturday next.

Get the *Arkansas* ready for sea, with repairs only, and she will be sent to the Western Gulf Blockading Squadron as a dispatch and supply steamer, and to remain out there.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Commodore C. K. STRIBLING,
*Commandant Navy Yard, Philadelphia.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, to proceed on supply trip to South Atlantic Squadron.*

NAVY DEPARTMENT, *August 27, 1863.*

SIR: On Saturday next, the 29th instant, proceed with the U. S. supply steamer *Massachusetts* on a trip to the South Atlantic Blockading Squadron.

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You will not touch anywhere this side of Charleston, but proceed off that port and receive Rear-Admiral Dahlgren's instructions as to visiting other stations of his squadron.

On your return trip touch nowhere this side of the limits of the South Atlantic Squadron, except at Hampton Roads and Norfolk.

You will proceed to Norfolk for the purpose of giving the medical officer of the *Massachusetts* an opportunity to transfer the sick requiring medical treatment to the hospital there. Your dispatches can be mailed at Old Point Comfort.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant WM. H. WEST,
*Commanding U. S. S. Massachusetts, Philadelphia.*

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*Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union.*

U. S. FLAGSHIP SAN JACINTO,
*Key West, August 27, 1863.*

SIR: After leaving this port you will communicate with the schooner *Beauregard*, off Jupiter Inlet, and the bark *Pursuit*, off Indian River, they being the only vessels to the eastward belonging to this squadron.

Respectfully,

T. BAILEY,
*Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.*

Acting Volunteer Lieutenant EDW. CONROY, U. S. Navy,
*Commanding Steamer Union.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Harris, U. S. Navy, commanding U. S. S. New Berne, to proceed on supply trip to North Atlantic Squadron.*

NAVY DEPARTMENT, *August 29, 1863.*

SIR: On the 1st September next proceed with the U. S. supply steamer *New Berne* on another trip to the North Atlantic Blockading Squadron.

Hereafter the *New Berne* will form a part of that squadron and her movements will be directed by Acting Rear-Admiral Lee, by whose instructions you will be guided.

On your way South touch at Hampton Roads and report to the senior commanding officer present, showing him your orders.

The returns required in your original instructions will always be made on your departure from or arrival at any of the Northern ports.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant T. A. HARRIS,
*Comdg. U. S. Supply Steamer New Berne, New York.*

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*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Circassian, of arrival at Port Royal, S. C., en route to the Gulf of Mexico.*

U. S. S. CIRCASSIAN,
*Port Royal, S. C., August 29, 1863.*

SIR: I have the honor to report the arrival of the *Circassian* at this place on the way to the Gulf.

Since leaving Boston this vessel has experienced strong head wind and sea, and on the 27th instant encountered a violent hurricane of seven hours' duration.

Arrived off Charleston on the 28th and was detained all that day in delivering a large quantity of ordnance stores for use in the fleet operating there.

I forward herewith a descriptive list of the crew of this vessel.

Very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, announcing departure for South Atlantic Squadron.*

U. S. S. MASSACHUSETTS,
*Philadelphia Navy Yard, August 29, 1863.*

SIR: I have the honor to report the departure of the U. S. S. *Massachusetts*, under my command, for the South Atlantic Blockading Squadron. Herewith please find a list of passengers:

Lieutenant-Commander J. H. Upshur and clerk, to join *Flambeau;* Lieutenant S. W. Preston, to report to Admiral Dahlgren; Acting Assistant Paymaster G. F. Barker, to join *Catskill;* Surgeon's Steward J. B. Frederick, to report to Admiral Dahlgren for duty; Surgeon's Steward W. C. Morris, jr., to South Atlantic Squadron; Surgeon's Steward Newton Hitchcock, to join *Vermont;* Joseph Myers, to carpenter shop at Port Royal; Lawrence Reef, to machine shop at Port Royal; John Wilson, John Middleton, Martin Burke, and Neal Ward (prize crew), to *Flambeau;* Michael Tobin, Michael Nagle, George R. Evans, nurses, to South Atlantic Blockading Squadron; S. W. Higginson, agent of Major George L. Stearns, U. S. Army, to Port Royal.

I am, sir, very respectfully, your obedient servant,

W. H. WEST,
*Act. Vol. Lieut., U. S. N., Comdg. U. S. S. Massachusetts.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Stodder, U. S. Navy, commanding U. S. S. Adela, to proceed on supply trip to vessels of East Gulf Blockading Squadron.*

U. S. FLAGSHIP SAN JACINTO,
*Key West, September 2, 1863.*

SIR: So soon as the vessel under your command is ready for sea you will proceed with her to communicate with the following vessels and to deliver to them such provisions, stores, mails, etc., as may be sent to you:

*Gem of the Sea*, Charlotte Harbor.
*Huntsville* and *Stonewall*, Tampa Bay.
*Fort Henry* and *Annie*, Cedar Keys.
*Stars and Stripes*, off St. Marks.
*Somerset*, East Pass of St. George's Sound.
*Port Royal*, West Pass of St. George's Sound.
*J. S. Chambers*, West Pass of St. George's Sound.
*J. L. Davis*, St. Joseph's Bay.
*Roebuck*, St. Andrew's Sound.

Fleet Paymaster Cutter and Fleet Engineer Zeller will take passage with you for the purpose of inspecting their several departments in the different vessels, and you will afford them every facility for the performance of their duties and will remain at each place as long as they may require.

If on leaving St. Andrew's Sound there should not be sufficient coal remaining on board your vessel to return to this place (making due allowance not only for bad weather, but also for the chance of chasing), you will proceed to Pensacola and make requisition on the commandant of that station for a further supply.

In returning to this place (either from Pensacola or St. Andrew's), you will make about a south course until you reach the parallel of 26° north latitude, and in doing which you may fall in with the *De Soto*, *San Jacinto*, *Huntsville*, *Restless*, and *Sea Bird*, and thence you will make the best of your way to this port.

During the entire trip you will keep a vigilant lookout for vessels running, or intending to run, the blockade, and will seize all such and send them in for adjudication.

Respectfully,

THEODORUS BAILEY,
*Act. Rear-Admiral, Comdg. East Gulf Blckdg. Squadron.*

Acting Volunteer Lieutenant L. N. STODDER, U. S. Navy,
*Commanding Steamer Adela.*

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[Telegram.]

BEAUFORT, N. C., *September 2, 1863.*
(Received Sept. 3, 11:30 p. m.)

The machinery of the *Aries* is totally disabled. Shall arrive at Hampton Roads, in tow of the *Connecticut*, with 110 passengers. I await your orders.

ED. F. DEVENS,
*Commanding U. S. S. Aries.*

Hon. G. WELLES.

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, of arrival at navy yard, New York, from supply trip to East Gulf Blockading Squadron.*

U. S. SUPPLY STEAMER UNION,
*Brooklyn Navy Yard, September 4, 1863.*

SIR: I have the honor of reporting the arrival of this ship at this station, after having complied with the orders of the honorable Secretary of the Navy, in supplying all the vessels belonging to the Eastern Gulf Blockading Squadron. The entire squadron is in a perfect state of health and organization. On Monday, the 31st August, we anchored off Charleston. I reported to Rear-Admiral Dahlgren; he had no dispatches, a steamer having left a few hours previous to my arrival. During the entire afternoon five of the monitors were engaging batteries on Sullivan's Island.

Fort Sumter appears to be entirely silenced and looks more like a fallen pile of bricks than anything else. It is only occupied by a very few men. The old flagstaff that has supported the rebel flag for the last two years has been shot away, and the rag is now hoisted on a very small staff at another angle of the battery.

I respectfully forward a list of vessels supplied and a list of passengers that have been ordered to proceed north in this supply steamer.

I am, sir, very respectfully, your obedient servant,

EDWARD CONROY,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Report of Commodore Bell, U. S. Navy, regarding the movements of the U. S. ship Courier.*

U. S. STEAM SLOOP PENSACOLA,
*New Orleans, September 4, 1863.*

SIR:

* * * * * * * *

The U. S. storeship *Courier* arrived on the 27th August and sailed to-day for New York.

I have the honor to be, etc.,

H. H. BELL,
*Commodore, Comdg. West Gulf Blckdg. Squadron pro tem.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Acting Secretary of the Navy to Acting Volunteer Lieutenant Cate, U. S. Navy, commanding U. S. S. Arkansas, to proceed to duty in West Gulf Squadron.*

NAVY DEPARTMENT, *September 9, 1863.*

SIR: As soon as the U. S. S. *Arkansas* has her ordnance stores on board and is otherwise ready for sea proceed with her to New Orleans

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and report to Commodore H. H. Bell for duty as a supply, dispatch, and transport vessel for the Western Gulf Blockading Squadron.

Very respectfully, etc.,

G. V. Fox,
*Acting Secretary of the Navy.*

Actg. Vol. Lieut. David Cate, U. S. Navy,
*Commanding U. S. S. Arkansas, New York.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, acknowledging Department's designation of the U. S. S. New Berne for special duty in the North Atlantic Squadron.*

No. 823.] U. S. Flagship Minnesota,
*Hampton Roads, Va., September 10, 1863.*

Sir: I have the honor to acknowledge the receipt of the Department's communication of August 27, informing me that the supply steamer *New Berne* will be considered as a part of the North Atlantic Blockading Squadron.

I propose to send her always to New York, and shall so notify the different bureaus, and hope to have regular sailing days for her as soon as a few trips are made.

The fleet captain will see that the commanding officer of the *New Berne* has copies of all unfilled requisitions which have been sent to the bureaus, with orders to get the stores from the appropriate departments of the navy yard, if they are ready in time for the trip.

I have the honor to be, sir, very respectfully, yours,

S. P. Lee,
*Actg. Rear-Admiral, Comdg. N. Atlantic Blockading Squadron.*

Hon. Gideon Welles,
*Secretary of the Navy, Washington, D. C.*

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[Telegram.]

Navy Department, *September 11, 1863.*

The *Bermuda* may stop off Charleston.

Gideon Welles,
*Secretary of the Navy.*

Commodore C. K. Stribling,
*Commandant Navy Yard, Philadelphia.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, announcing arrival at Philadelphia from South Atlantic Squadron.*

U. S. S. Massachusetts,
*Philadelphia Navy Yard, September 13, 1863.*

Sir: I have the honor to report to you the arrival this afternoon of the U. S. S. *Massachusetts*, under my command, from the South Atlantic Blockading Squadron via Hampton Roads.

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Enclosed you will please find lists of passengers, invalids, prisoners, vessels supplied, boarded, or spoken.

The *Massachusetts* can be ready to sail on Saturday next, 19th instant, if the Department so desires.

I am, very respectfully, your obedient servant,

W. H. WEST,
*Actg. Vol. Lieut., U. S. N., Comdg. U. S. S. Massachusetts.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, to proceed to the East Gulf Blockading Squadron.*

NAVY DEPARTMENT, *September 15, 1863.*

SIR: On the 17th instant proceed with the U. S. S. *Union* on another trip to the Eastern Gulf Blockading Squadron.

You will be governed by the instructions for your previous trip, dated the 3d of August last, with the exception that you will touch at Hampton Roads for the purpose of landing at the Portsmouth hospital such sick as may be sent there for treatment.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant EDWARD CONROY,
*Commanding U. S. S. Union, New York.*

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[Telegram.]

NAVY DEPARTMENT, *September 16, 1863.*

Direct the *Union* to touch at Hampton Roads and receive some buoys which are for Charleston.

GIDEON WELLES,
*Secretary of the Navy.*

Rear-Admiral HIRAM PAULDING,
*Commandant Navy Yard, New York.*

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*Letter from the Secretary of the Navy to the commandant navy yard, New York, approving orders to U. S. S. Honduras.*

NAVY DEPARTMENT, *September 16, 1863.*

SIR: The Department approves of your order to the *Honduras* to touch off Charleston for the purpose mentioned in your letter of the 12th instant on the way to Key West.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Rear-Admiral HIRAM PAULDING,
*Commandant Navy Yard, New York.*

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*Extract from report of Captain Gillis, U. S. Navy, senior officer off Galveston, making reference to the service of U. S. S. Circassian on the blockade.*

U. S. STEAM SLOOP OSSIPEE,
*Off Galveston, Tex., September 17, 1863.*

MY DEAR SIR:

* * * * * * *

Our force off the Sabine has been strengthened, the *Circassian* being detained there a few days until the arrival of *Seminole* from off Rio Grande. More vessels are required on this extensive blockade—about 300 miles of coast, is it not?

Very respectfully, yours.

JNO. P. GILLIS.

G. V. FOX, Esq.,
*Assistant Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, to proceed to South Atlantic Squadron.*

NAVY DEPARTMENT, *September 17, 1863.*

SIR: On Saturday, the 19th instant, proceed with the U. S. supply steamer *Massachusetts* on another trip to the South Atlantic Squadron, observing the instructions given you for the last trip.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant WM. H. WEST,
*Commanding U. S. S. Massachusetts, Philadelphia.*

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*Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, giving names and stations of vessels.*

U. S. FLAGSHIP SAN JACINTO,
*Key West, September 29, 1863.*

SIR: After leaving this port you will be pleased to leave the mails, packages, stores, etc., for the vessels of this squadron, as follows:

*Gem of the Sea, Rosalie, Sea Bird*, Charlotte Harbor; *Adela, Stonewall*, Tampa Bay; *Fort Henry, Annie, Two Sisters, Fox*, Cedar Keys; *Stars and Stripes*, off St. Marks; *Sagamore*, East Pass, St. George's Sound; *Port Royal, Somerset, J. S. Chambers*, West Pass, St. George's Sound; *J. L. Davis*, St. Joseph's Bay; *Roebuck, Restless*, St. Andrew's Sound.

And you will supply such of them as you may meet with fresh provisions, mess stores, etc.

Respectfully,

T. BAILEY,
*Acting Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.*

Acting Volunteer Lieutenant EDW. CONROY, U. S. Navy,
*Commanding Steamer Union.*

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*Order of Acting Rear-Admiral Bailey, U. S. Navy, to Lieutenant-Commander Low, U. S. Navy, commanding U. S. S. Octorara, to visit Cape Haitien en route to New Orleans, La.*

U. S. FLAGSHIP SAN JACINTO,
*Key West, October 2, 1863.*

SIR: Before proceeding to New Orleans, in obedience to your orders from the Department, you will, so soon as the vessel under your command is ready for sea, go to Cape Haitien and deliver to the senior navy officer there the men and stores that you already have on board for that place.

Respectfully,

T. BAILEY,
*Acting Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.*

Lieutenant-Commander WM. W. LOW, U. S. Navy,
*Commanding Gunboat Octorara.*

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*Extract from report of Acting Rear-Admiral Lee, U. S. Navy, regarding the movements of the U. S. S. New Berne.*

U. S. FLAGSHIP MINNESOTA,
*Off Newport News, Va., October 3, 1863.*

SIR:

* * * * * * *

*New Berne*, supply vessel, will leave New York on the 6th instant.

I have the honor to be, etc.,

S. P. LEE,
*Actg. Rear-Admiral, Comdg. North Atlantic Blokdg. Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, announcing arrival at Philadelphia on return from South Atlantic Squadron.*

U. S. S. MASSACHUSETTS,
*Philadelphia Navy Yard, October 4, 1863—2 p. m.*

SIR: I have the honor to report to you the arrival this afternoon of the U. S. S. *Massachusetts*, under my command, from the South Atlantic Blockading Squadron, via Hampton Roads.

Enclosed you will please find lists of passengers, invalids, prisoners, and vessels supplied.

I beg leave most respectfully to call your attention to two men—passengers and part owners of cargo on the prize steamer *Diamond*, and now on board this vessel—Antonio Solcedo and Victor Mulqa, who were captured some time since attempting to run the blockade on the steamer *Aries*.

I am, sir, very respectfully, etc.,

W. H. WEST,
*Actg. Vol. Lieut., U. S. Navy, Comdg. U. S. S. Massachusetts.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, for another supply trip.*

NAVY DEPARTMENT, *October 6, 1863.*

SIR: On Saturday next, the 10th instant, you will proceed with the U. S. S. *Massachusetts* on another trip to the South Atlantic Squadron, governing yourself by the instructions for your last trip.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant W. H. WEST,
*Commanding U. S. S. Massachusetts, Philadelphia.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, announcing departure from Philadelphia on supply trip.*

U. S. S. MASSACHUSETTS,
*Philadelphia Navy Yard, October 10, 1863—9 p. m.*

SIR: I have the honor to report to you the departure of the U. S. S. *Massachusetts* under my command for the South Atlantic Blockading Squadron.

Herewith please find a list of passengers:

Acting Second Assistant Engineer F. W. H. Whitaker, to report for duty to Rear-Admiral Dahlgren.

Acting Ensign A. Delano, jr., to report for duty to Rear-Admiral Dahlgren.

Acting Ensign W. K. Wheeler, to join *New Ironsides.*

Acting Ensign J. W. North, to report for duty to Rear-Admiral Dahlgren.

Third Assistant Engineer S. C. McLanahan, to report for duty to Rear-Admiral Dahlgren.

Paymaster's Clerk H. W. Brown, to join *Cimarron.* One hundred and ninety-nine landsmen, firemen, coal heavers, and boys, to the South Atlantic Squadron.

I am, sir, very respectfully, your obedient servant,

W. H. WEST,
*Actg. Vol. Lieut. U. S. Navy, Comdg. U. S. S. Massachusetts.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, regarding the capture by that vessel of the British steamer Spaulding.*

U. S. SUPPLY STEAMER UNION,
*Port Royal, October 12, 1863.*

SIR: I have the honor to report the capture of the English steamer *Spaulding*, in latitude 31° N., longitude 80° 20′ W., on the 11th instant, by the U. S. supply steamer *Union*, under my command.

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The *Spaulding* was formerly the *St. John's*, taken by the U. S. S. *Stettin*, and sold at Boston. She was then taken to St. John, New Brunswick, and took a cargo to Nassau (New Providence); from that port to Charleston, S. C. I find by the confession of the captain and her log book she arrived at Charleston, S. C., on the 22d August, 1863, and was employed by the rebel Government in the harbor of Charleston up to the 12th September, 1863. On the 16th September she left that port with 300 bales of cotton, and arrived safe at Nassau. The captain confessed that he was bound on this present voyage (which we have spoiled) to Charleston, S. C., Wilmington, or any other rebel port. The *Spaulding* is loaded with an assorted cargo. I have ordered her to Philadelphia for adjudication in charge of Acting Ensign George F. Wilkins and Acting Master's Mate Marcus Baird. I would most respectfully request that the officers, prize crew, engineers, firemen, and coal heavers may be immediately ordered to return to this ship.

Very respectfully, your obedient servant,

EDWARD CONROY,
*Acting Volunteer Lieutenant, Comdg. U. S. S. Union.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

*Report of Commander Reynolds, U. S. Navy, referring to arrival at Port Royal, S. C., of U. S. S. Union with prize steamer Spaulding.*

OCTOBER 12, 1863.

SIR: Mr. Hughes reports that the *Montauk* will be finished, with all her additions, pilot-house sleeve, and base rings, by November 2.

Independently of the sleeve and base rings, she can be ready in a week or ten days should the iron come down for the cover of the pilot house. Her pilot-house top has been struck and knocked in, as the *Catskill's* was. Mr. Hughes has no iron wherewith to strengthen this pilot-house top, but is expecting some every day.

The *Patapsco* is to come alongside in the morning to receive her pilot-house sleeve and another rifle gun, if we can manage it. She ought to be ready to leave Wednesday evening or Thursday morning, and will need a tow.

The steamer *Union* arrived this morning and brought with her a prize, the steamer *Spaulding*, captured by her to the southward while looking for a place to enter. The prize reports that she left Charleston on September 15 full of cotton, which she discharged at Nassau, and was now on her return trip.

The *Union* left this p. m. for New York, taking with her some men whose times have expired; also others, a list of whom I have sent to the chief of staff.

The *Dinsmore* reports the *Potomska* as being so disabled as to be unable to go to St. John's River, to relieve the *Norwich*. The *Norwich* must be nearly stripped of her crew, as 48 are sent home from her by the *Dinsmore;* and the *Midnight* also, from which 37 have been sent. I suppose, as the *Midnight* is left so short handed, I had best let the *Fernandina* relieve her, instead of the *Braziliera*. The *Norwich* herself is so disabled as not to be in a fit condition to come

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here, and the *Hale* is not in a much better state. Bark *A. Houghton* has arrived, crew of *Passaic* on board.

Very respectfully, your obedient servant,

WM. REYNOLDS,
*Commander and Senior Officer Present.*

Rear-Admiral J. A. DAHLGREN.

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*Order of the Secretary of the Navy to commandant navy yard, Boston, regarding U. S. S. Circassian.*

NAVY DEPARTMENT, *October 13, 1863.*

SIR: Have the *Circassian* ready to sail on another trip to the Gulf on the 24th instant.

Very respectfully,

GIDEON WELLES,
*Secretary of the Navy.*

Commodore JNO. B. MONTGOMERY,
*Commandant Navy Yard, Boston.*

---

*Report of Commodore Bell, U. S. Navy, regarding arrival of U. S. S. Arkansas for duty in the West Gulf Squadron.*

U. S. STEAM SLOOP PENSACOLA,
*Off New Orleans, La., October 14, 1863.*

SIR: I have the honor to inform the Department that Acting Volunteer Lieutenant David Cate, commanding U. S. S. *Arkansas*, reported for duty in this squadron on the 10th instant. She did not bring the recruits for the squadron which I had been informed would be sent by her.

The *Bermuda* delivered here 15 firemen, 5 coal heavers, 18 landsmen, and 11 boys.

I have the honor to be, very respectfully, etc.,

H. H. BELL,
*Commodore, Comdg. West Gulf Blkdg. Squadron pro tem.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

---

*Order of the Secretary of the Navy to Acting Master McRitchie, U. S. Navy, commanding U. S. ship Supply, to proceed to Port Royal, S. C.*

NAVY DEPARTMENT, *October 15, 1863.*

SIR: Proceed with the U. S. storeship *Supply* to Port Royal, S. C., and report to the senior commanding officer present, and remain there until otherwise ordered by the rear-admiral of the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Master D. G. MCRITCHIE,
*Commanding U. S. Storeship Supply, New York.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, of arrival at New York and capture of steamer Spaulding.*

U. S. SUPPLY STEAMER UNION,
*New York, October 16, 1863.*

SIR: I have the honor to report the arrival of this ship under my command, after having complied with my orders from the honorable Secretary of the Navy, dated September 15, 1863. On my return trip we captured the English steamer *Spaulding*, bound to Darien, Ga., as you will be informed by my official report. We towed the prize from Port Royal, S. C., to the latitude of Cape Henry. I then ordered her to Philadelphia for adjudication. This vessel will require some considerable repairs to her boilers and machinery to make her perfectly capable to continue performing her winter voyages to the Gulf, or wherever the Department may think proper to order her, before going to sea again.

I most respectfully forward a list of vessels supplied belonging to the East Gulf Blockading Squadron. I also send a list of passengers that have been ordered to return north in this supply steamer; also a list of prisoners and invalids.

Very respectfully, your obedient servant,

EDWARD CONROY,
*Acting Volunteer Lieutenant, Commanding U. S. S. Union.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

*Letter from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, regarding measures for regular delivery of supplies.*

NAVY DEPARTMENT, *October 20, 1863.*

SIR: Rear-Admiral Paulding has been requested to give such instructions as will hereafter procure promptness in putting on board the *New Berne* coal and stores and insure her departure on the 1st and 15th of the month. Orders will also be given to the supply steamers to be careful to communicate with you on their homeward passage.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Comdg. N. Atlantic Blkdg. Squadron, Hampton Roads.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, announcing arrival at Philadelphia from the South Atlantic Squadron.*

U. S. S. MASSACHUSETTS,
*Philadelphia Navy Yard, October 24, 1863—7:30 a. m.*

SIR: I have the honor to report to you the arrival this morning of the U. S. S. *Massachusetts* from the South Atlantic Blockading Squadron, via Hampton Roads.

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Enclosed you will be pleased to find lists of passengers, invalids, vessels supplied, boarded, or spoken.

I am, very respectfully, etc.,

W. H. WEST,
*Actg. Vol. Lieut., U. S. N., Comdg. U. S. S. Massachusetts.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

---

*Report of Acting Master McRitchie, U. S. Navy, commanding U. S. ship Supply, of arrival at Port Royal, S. C.*

U. S. SHIP SUPPLY,
*Port Royal, S. C., October 26, 1863.*

SIR: I have the honor to inform the Department of the arrival at this port of the U. S. ship *Supply* after a passage of five days from New York, and that I have, in obedience to orders, reported to the senior naval officer.

Very respectfully, your obedient servant,

D. G. MCRITCHIE,
*Acting Master, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

*Order of Fleet Captain Emmons, N. S. Navy, to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, for transportation of howitzer and men for certain vessels.*

U. S. FLAGSHIP PHILADELPHIA,
*Off Morris Island, November 3, 1863.*

SIR: You will please take on board a 12-pounder howitzer with ammunition, also Acting Master Ewer and four men for passage to the *Seneca*, also Acting Ensign [Nichols] Pratt for the bark *Midnight*, and the officers sent to you from the *Memphis* or the *Mary Sanford* for duty to the southward.

Respectfully, etc.,

GEO. F. EMMONS,
*Fleet Captain.*

Acting Volunteer Lieutenant W. H. WEST,
*Commanding U. S. S. Massachusetts.*

---

*Report of Commodore Bell, U. S. Navy, making reference to the arrival of U. S. S. Arkansas at New Orleans.*

U. S. STEAM SLOOP PENSACOLA,
*Off New Orleans, La., November 6, 1863.*

SIR:

* * * * * * *

The *Arkansas* will arrive to-day from Galveston and Sabine Pass, having left all well there.

* * * * * * *

I have the honor to be, very respectfully, etc.,

H. H. BELL,
*Commodore, Comdg. West Gulf Blkdg. Squadron pro tem.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*



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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, to proceed on supply trip.*

NAVY DEPARTMENT, *November 9, 1863.*

SIR: On the 11th instant proceed with the U. S. S. *Union* on another trip to the East Gulf Blockading Squadron.

On your outward passage do not touch, as formerly, at Port Royal unless you already have on board freight or passengers for that point, but proceed direct to the first station of the Eastern Gulf Squadron. After supplying all the vessels of this squadron and reaching Pensacola continue on to New Orleans for the purpose of landing the paymaster of the Army, who has permission to take passage in the *Union* to that place. From New Orleans return immediately to Pensacola, and after communicating with all the stations of the Eastern Gulf Squadron proceed to Hampton Roads without touching anywhere else on the coast. Communicate with Acting Rear-Admiral Lee or the senior naval officer at Hampton Roads. Mail your dispatches for the Department and continue your course to New York.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant ED. CONROY, U. S. Navy,
*Commanding U. S. S. Union, New York.*

---

*Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda.*

U. S. FLAGSHIP SAN JACINTO,
*Key West, November 11, 1863.*

SIR: You will on your return from the Western Gulf Blockading Squadron stop at this port for mails and passengers.

Respectfully,

T. BAILEY,
*Actg. Rear-Admiral, Comdg. East Gulf Blockading Squadron.*

Acting Volunteer Lieutenant J. W. SMITH, U. S. Navy,
*Commanding Steamer Bermuda.*

---

*Order of the Secretary of the Navy to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, to proceed on supply trip.*

NAVY DEPARTMENT, *November 18, 1863.*

SIR: On Saturday next, the 21st instant, you will proceed with the U. S. S. *Massachusetts*, as usual, on another trip to the South Atlantic Blockading Squadron.

Very respectfully,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant WM. H. WEST,
*Commanding U. S. S. Massachusetts,*
*Navy Yard, Philadelphia.*

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*Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, to communicate with certain vessels.*

U. S. FLAGSHIP SAN JACINTO,
*Key West, November 19, 1863.*

SIR: On leaving this port you will communicate with the following vessels belonging to this squadron:

*Gem of the Sea*, at Charlotte Harbor; *Tahoma*, at Tampa Bay; *Sagamore*, at Cedar Keys; *Stars and Stripes*, off St. Marks; *Adela*, at East Pass, St. George's Sound; *Somerset*, *J. S. Chambers*, at West Pass, St. George's Sound; *Pursuit*, at St. Joseph's Bay; *Restless*, at St. Andrew's Sound.

Should you fail to meet the various tenders, their mails, stores, etc., may be left with the blockading vessels, as follows:

*Rosalie*, at Charlotte Harbor; *Ariel*, at Tampa Bay; *Sea Bird*, *Two Sisters*, *Annie*, at Cedar Keys; *Fox*, off St. Marks.

Respectfully,

T. BAILEY,
*Actg. Rear-Admiral, Comdg. East Gulf Blockading Squadron.*

Acting Volunteer Lieutenant EDWARD CONROY, U. S. Navy,
*Commanding Steamer Union.*

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*Order of Commodore Bell, U. S. Navy, to Acting Master Gray, U. S. Navy, commanding U. S. ship Courier, to return to New York.*

U. S. STEAM SLOOP PENSACOLA,
*New Orleans, November 23, 1863.*

SIR: Having found it convenient to send the stores brought out in the *Courier* for Pensacola to that place by another conveyance, you will proceed to New York with the U. S. ship *Courier* under your command without delay, and on your arrival report to the commandant of the navy yard there.

Respectfully,

H. H. BELL,
*Commodore.*

Acting Master S. C. GRAY,
*Commanding U. S. Ship Courier, New Orleans.*

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*Order of Commander Davenport, U. S. Navy, to Lieutenant-Commander Flusser, U. S. Navy, regarding coal.*

U. S. S. HETZEL,
*Off New Berne, N. C., November 27, 1863.*

MY DEAR FLUSSER: Your letter of the 25th is received. I have no orders about the light boats.

I want you to send the *Underwriter* here; I am left all alone.

I send you a coal schooner; please discharge her immediately. If the gunboats can not take it all in, I should like to have you put the remainder on the wharf, if you can procure a safe place.

Yours, faithfully,

H. K. DAVENPORT,
*Commander.*

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*Extract from report of Commodore Bell, U. S. Navy, making reference to movements of supply vessels.*

U. S. STEAM SLOOP PENSACOLA,
*New Orleans, November 27, 1863.*

SIR:

* * * * * * *

The *Circassian* left here on the 26th for the eastward. The *Union*, supply steamer, will leave to-day. The *Bermuda* is on the coast of Texas.

* * * * * * *

I have the honor to be, etc.,

H. H. BELL.
*Commodore, Comdg. West Gulf Blkdg. Squadron pro tem.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Order of Commodore Bell, U. S. Navy, to Acting Volunteer Lieutenant Cate, U. S. Navy, commanding U. S. S. Arkansas, to proceed on supply trip to Texas coast.*

U. S. STEAM SLOOP PENSACOLA,
*Off New Orleans, December 4, 1863.*

SIR: As soon as you are ready proceed in the *Arkansas* to Galveston Bar with the supplies from the navy store for the vessels on the coast of Texas and report your arrival there to Captain J. P. Gillis, U. S. steam sloop *Ossipee.*

Touch off Sabine Bar going and returning. Having delivered the stores for the vessels off Galveston, proceed down the coast and deliver the remainder; then return to this port, touching at all the stations. It is believed that there are several small craft engaged on the coast of Louisiana in running the blockade. Look out for them.

I am, very respectfully,

H H. BELL,
*Commodore, Comdg. Western Gulf Blkdg. Squadron pro tem.*

Acting Volunteer Lieutenant DAVID CATE,
*Commanding U. S. S. Arkansas.*

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*Order of the Secretary of the Navy to the commandant navy yard, New York, regarding U. S. steamers New Berne and Augusta Dinsmore.*

NAVY DEPARTMENT, *December 5, 1863.*

SIR: As soon as the *New Berne* is ready for sea let her return to the North Atlantic Squadron, as ordered by Acting Rear-Admiral Lee.

The *Augusta Dinsmore* will go to the Western Gulf Blockading Squadron. Her accounts, it is said, are at present on board the *Vermont*, at Port Royal, and she can touch there on the way out for the purpose of having them transferred. The Department will order a paymaster to her. She can also touch at Key West for the purpose of delivering any freight, passengers, or funds for the East Gulf

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Squadron. As soon as she is ready for sea, give her orders as above indicated, and to report to Commodore H. H. Bell or the senior commanding officer at New Orleans. Put on board any freight you may have to send to the Western Gulf Squadron.

Very respectfully,

GIDEON WELLES,
*Secretary of the Navy.*

Rear-Admiral HIRAM PAULDING,
*Commandant Navy Yard, New York.*

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*Order of Commander Davenport, U. S. Navy, to Pay Officer Mellack, U. S. Navy, regarding coal and supplies.*

U. S. S. HETZEL,
*Off Plymouth, N. C., December 6, 1863.*

SIR: Send to this place immediately a coal schooner with from 100 to 200 tons in.

Respectfully, your obedient servant,

H. K. DAVENPORT,
*Commander and Senior Officer in Sounds of North Carolina.*

E. MELLACH,
*Pay Officer in Charge of Stores.*

P. S.—Send all stores required here in the coal schooner.

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, to proceed on supply trip.*

NAVY DEPARTMENT, *December 7, 1863.*

SIR: On Saturday next, the 12th instant, proceed with the U. S. supply steamer *Massachusetts* on another trip to the North Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant WM. H. WEST,
*Commanding U. S. S. Massachusetts, Philadelphia.*

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*Order of Rear-Admiral Dahlgren, U. S. Navy, to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Circassian.*

FLAG-STEAMER PHILADELPHIA,
*Off Morris Island, December 8, 1863.*

SIR: You will touch at Fortress Monroe and telegraph enclosed dispatch, marked "A." Also forward dispatches to Washington by first opportunity, then proceed to execute your orders.

Respectfully, your obedient servant,

J. A. DAHLGREN,
*Rear-Admiral, Comdg. South Atlantic Blockading Squadron.*

Acting Volunteer Lieutenant W. B. EATON,
*Commanding U. S. S. Circassian.*

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*Report of Acting Master Tarr, U. S. Navy, commanding U. S. S. Queen, announcing arrival at Fortress Monroe, Va.*

U. S. S. QUEEN,
*Fortress Monroe, Va., December 9, 1863.*

SIR: I have the honor to report the arrival this day of the U. S. S. [*Queen*] under my command, in accordance with the copy of orders which I inclose.

Very respectfully, your obedient servant,

ROBERT TARR,
*Acting Master, Commanding.*

Acting Rear-Admiral SAMUEL PHILLIPS LEE,
*Commanding North Atlantic Blockading Squadron,*
*Fortress Monroe, Va.*

[Enclosures.]

U. S. NAVY YARD, BOSTON,
*Commandant's Office, December 3, 1863.*

As soon as the *Queen* is loaded and ready for sea you will proceed with all dispatch to New Orleans, via Fortress Monroe and Port Royal, S. C., delivering the ordnance stores consigned to these places.

Unless otherwise ordered by the officer commanding the West Gulf Blockading Squadron, the *Queen* will return to New York after discharging her freight at New Orleans. Any freight for Pensacola is to be landed at New Orleans.

Respectfully, your obedient servant,

J. B. MONTGOMERY,
*Commandant.*

Acting Master ROBERT TARR,
*Commanding U. S. S. Queen, Navy Yard, Boston.*

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U. S. NAVY YARD, BOSTON,
*Commandant's Office, December 4, 1863.*

SIR: You will receive on board the U. S. S. *Queen*, under your command, the men of the prize crews now on board the receiving ship *Ohio*. On your arrival at Fortress Monroe you will report to the senior naval officer at that station and deliver the men as directed by him.

Respectfully, your obedient servant,

J. B. MONTGOMERY,
*Commandant.*

Acting Master ROBERT TARR,
*Commanding U. S. S. Queen, Navy Yard, Boston.*

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*Extract from report of Acting Rear-Admiral Lee, U. S. Navy, referring to arrival and departure of U. S. S. New Berne.*

U. S. FLAGSHIP MINNESOTA,
*Off Newport News, Va., December 11, 1863.*

SIR:

* * * * * * *

The U. S. supply steamer *New Berne* arrived here last evening and left at 6 a. m. to-day in pursuit of the "steamer burning soft coal,"

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alluded to in the Department's telegram of 9 p. m. yesterday, received at 2:30 a. m. to-day.

* * * * * * *

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Actg. Rear-Admiral, Comdg. North Atlantic Blkdg. Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Telegram.]

BROOKLYN, *December 11, 1863.*
(Received 12 m.)

*Vicksburg* stopped at buoys in lower bay to adjust compass. I will detain her. Is it desirable to charter a steamer and have her ready? *Dinsmore* ready to sail for Key West to-morrow.

H. PAULDING, *Commandant.*

Hon. GIDEON WELLES,
*Secretary Navy.*

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*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Circassian, on return cruise from the West Gulf Squadron.*

U. S. S. CIRCASSIAN,
*Hampton Roads, Va., December 12, 1863.*

SIR: I have the honor to report the arrival of the *Circassian* at this place on her way to Boston from another voyage to the West Gulf Squadron.

The *Circassian* left Boston on the 24th October, having on board a quantity of ordnance stores for the South Atlantic Squadron; also passengers, mails, and the usual quantity of fresh provisions for the Gulf Squadrons.

Arrived at Port Royal on the 31st October, at Key West November 5, thence proceeded to Pensacola and all the stations of the West Gulf Squadron. At New Orleans orders were received to proceed to the Rio Grande, after supplying the vessels off Sabine and Galveston. Arrived off the Rio Grande on the 19th November, and not finding there the *Monongahela* and *Granite City*, as expected, remained 60 hours, at the end of which time intelligence was received by the tug *Leviathan* that the missing vessels had gone to Aransas Pass to cooperate with a portion of General Banks's army.

Immediately proceeded to Aransas, and, after supplying the vessels there, shaped our course homeward, communicating again with vessels at all the before-mentioned places and at Charleston (remaining there twenty-three hours), receiving from them invalids, mails, etc.

The rate of speed maintained by the *Circassian* during this voyage does not compare favorably with that of last. Besides the accident to the machinery off Nantucket Shoals (previously reported), it has been necessary to make slight repairs on the engines at nearly every stopping place.

With a heavy cargo, such as taken from Boston this voyage, and in a rough sea, this vessel strains and leaks at the rate of 12 inches

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per hour without cargo and in ordinary weather she leaks at an average of 10 inches per hour.

At Port Royal, on the homeward voyage, 162 bags of salt, cargo of the prize schooner *Ocean Bird*, were received on board the *Circassian* for transportation to Boston.

I am happy to state that to all appearances the yellow fever has entirely disappeared from Pensacola and vicinity.

I forward herewith the usual abstracts required by the Department.

I have the honor to be, very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, regarding departure for South Atlantic Squadron.*

U. S. S. MASSACHUSETTS,
*Philadelphia, December 12, 1863—2:45 p. m.*

SIR: I have the honor to report to you the departure this afternoon of the U. S. S. *Massachusetts*, under my command, for the South Atlantic Squadron.

Herewith please find a list of passengers: Lieutenant-Commander Baker, to command *Huron;* Chaplain C. A. Davis, to join *Wabash;* Assistant Surgeon Samuel W. Abbott, to report to Rear-Admiral J. A. Dahlgren; Acting Master's Mate Walter Walton, to rejoin his vessel; Acting Master's Mate Joseph Gregory, jr., for duty on the *Wabash;* Paymaster's Clerk William H. Conant, to join *Mary Sanford;* Paymaster's Clerk S. E. McGowan, to join *Housatonic;* Paymaster's Clerk G. W. Moore, to join *Flambeau;* John Woelfkin, surgeon's steward, to *Patapsco;* Surgeon's Steward C. W. Karsner, to *Huron;* Miles Losier, to carpenter shop at Port Royal; James Webb, to carpenter shop at Port Royal; 5 men to the bark *Paramount;* first-class fireman to *Cimarron;* one man to the *Lodona.*

I am, sir, very respectfully, etc.,

W. H. WEST,
*Acting Vol. Lieut., U. S. N., Comdg. U. S. S. Massachusetts.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, announcing arrival at Hampton Roads, en route to New York.*

U. S. SUPPLY STEAMER UNION,
*Hampton Roads, December 12, 1863.*

SIR: I have the honor to report the arrival of this ship under my command, having complied with my orders from the honorable Secretary of the Navy, dated November 9, 1863. I forward from this all the dispatches for the Navy Department, and shall, after report-

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ing to the senior officer present, proceed direct with the ship to the port of New York.

Very respectfully, your obedient servant,

EDWARD CONROY,
*Acting Volunteer Lieutenant, Commanding U. S. S. Union.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, of arrival at New York Navy Yard.*

U. S. SUPPLY STEAMER UNION,
*Brooklyn Navy Yard, December 14, 1863.*

SIR: I have the honor to report the arrival of this ship. After leaving Hampton Roads was obliged to put into Delaware Breakwater on account of heavy gales and very bad, thick weather.

Enclosed [I] most respectfully forward list of officers attached to this ship.

Very respectfully, your obedient servant,

EDWARD CONROY,
*Acting Volunteer Lieutenant, Commanding U. S. S. Union.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Telegram.]

FORTRESS MONROE, VA., *December 18, 1863.*
(Received 3:40 p. m.)

Just arrived from Beaufort in *Spaulding*. Reported there that gunboat *Daylight* blown up near Wilmington. Another gunboat had chased blockade runner ashore and *Daylight* went in to take possession, when rebel battery concealed on shore threw shell into *Daylight's* magazine, destroying her and killing most of officers and crew. No positive confirmation, but believed by naval officers at Beaufort.

L. F. SHELDON,
*Captain and Assistant Superintendent.*

Major THOS. T. ECKERT,
*Assistant Superintendent U. S. Military Telegraph.*

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*Report of Acting Volunteer Lieutenant Harris, U. S. Navy, commanding U. S. S. New Berne, referring to blockade runners General Beauregard and Virginia.*

U. S. SUPPLY STEAMER NEW BERNE,
*Off Newport News, Va., December 20, 1863.*

SIR: I have the honor to report the arrival of this vessel from the North Atlantic Blockading Squadron.

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Please find accompanying list of passengers brought north, list of vessels supplied, and report with regard to deficiency of supplies.

The painful rumor current at Beaufort on the 15th with regard to the loss of the *Daylight* is entirely unfounded, as she was safely at her anchor on the 16th off New Inlet.

The commanding officers are quite confident that the past fortnight there has been no running in or out. On the night of the 11th a side-wheel steamer, supposed to be the *Beauregard*, in attempting to run in, was run on shore between the wrecks and Fort Fisher by the U. S. S. *Howquah*.

The *Virginia* has been seen a number of times at the mouth of Old Inlet, west side of the shoal, but Captain Almy is quite confident that if she attempts to run out she will be captured.

He expresses great satisfaction of the efficiency of the steam tug *Violet*, which he is enabled to send in so close to the bar that it is quite impossible for anything to pass out without being detected and enabling her to give the outside vessels timely notice and direction taken by the vessel attempting to pass.

The nights have become so light that operations are supposed to be partially suspended for the present moon.

There were at Beaufort on the 19th the *Mercedita*, *Howquah*, *Daylight*, coaling; *Iron Age*, cleaning tubes of boilers; *Montgomery*, bound north with prize *Ceres*.

Very respectfully, your obedient servant,

T. A. HARRIS,
*Acting Volunteer Lieutenant, Commanding.*

Acting Rear-Admiral S. P. LEE,
*Comdg. North Atlantic Blockading Squadron,*
*Off Newport News, Va.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, to proceed on supply trip to East Gulf Squadron.*

NAVY DEPARTMENT, *December 24, 1863.*

SIR: On the 29th instant you will proceed with the U. S. supply steamer *Union* on another trip to the East Gulf Blockading Squadron, touching on your way out at Port Royal, S. C., and land passengers and freight. You will visit all the stations of the East Gulf Blockading Squadron, extending your trip as far as Pensacola, and on your return touch at Port Royal and Hampton Roads and communicate with the senior naval officers at these places, respectively, and enter the port of New York as usual.

Very respectfully,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant E. CONROY,
*Commanding U. S. S. Union, etc.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, to proceed on supply trip to West Gulf Squadron.*

NAVY DEPARTMENT, *January 4, 1864.*

SIR: On the 5th instant, or as soon thereafter as the arrival of the Department's mail for the squadrons, proceed with the U. S. S. *Bermuda* on another supply trip to the Western Gulf Blockading Squadron.

Touch at Port Royal and Key West on your outward trip and land passengers, mails, etc.; also at those places on your return trip to receive mails, passengers, etc. You will also touch at Hampton Roads on your return trip, and, after forwarding from that point your mails and communicating with Acting Rear-Admiral Lee, as usual, continue your course to Philadelphia.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant J. W. SMITH,
*Commanding U. S. S. Bermuda, Philadelphia.*

---

*Order of the Secretary of the Navy to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, to proceed on supply trip.*

NAVY DEPARTMENT, *January 7, 1864.*

SIR: On the 9th instant proceed with the U. S. supply steamer *Massachusetts* on another trip to the South Atlantic Squadron, observing instructions heretofore given.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant W. H. WEST,
*Commanding U. S. S. Massachusetts, Philadelphia.*

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*Report of Commodore Bell, U. S. Navy, regarding the arrival at New Orleans of the U. S. S. Queen.*

U. S. S. PENSACOLA,
*New Orleans, January 9, 1864.*

SIR: I have the honor to report the arrival at this port of the U. S. S. *Queen.*

I have discharged her ordnance stores and shall place her on blockade on the coast of Texas.

Very respectfully,

H. H. BELL,
*Commodore, Comdg. West Gulf. Blkdg. Squadron pro tem.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Endorsement.]

Copy of Bureau's order of December 1, 1863, to Commodore Montgomery, in reference to the *Queen*.

SIR: As soon as the *Queen* is loaded and ready for sea, you will please direct her to proceed with all dispatch to New Orleans, via Fortress Monroe and Port Royal, S. C., delivering the ordnance consigned to those places.

Unless otherwise directed by the officer commanding the West Gulf Blockading Squadron, the *Queen* will return to New York immediately after discharging her freight at New Orleans.

I am, sir, etc.,

R. AULICK,
*Assistant Chief of Bureau.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, of departure for South Atlantic Squadron.*

U. S. S. MASSACHUSETTS,
*Philadelphia, January 10, 1864—7:30 a. m.*

SIR: I have the honor to report to you the departure this morning of the U. S. S. *Massachusetts*, under my command, for the South Atlantic Blockading Squadron. Herewith you will please find a list of passengers:

Lieutenant-Commander James Parker, to command *Seneca;* Acting Volunteer Lieutenant W. W. Kennison, to command *South Carolina;* Acting Master O. B. Warren, to Port Royal, S. C.; Ensigns C. W. Tracy and [C. H.] Craven, for duty in the South Atlantic Squadron; Acting Master's Mate George Delap, to join U. S. schooner *Norfolk Packet;* Acting Master's Mate George Couch, to join *Midnight;* Acting Master's Mate Charles E. Culver, to rejoin *Seneca;* Acting Third Assistant Engineers Robert Henry and Daniel Gorman, for duty in the South Atlantic Blockading Squadron; George Mansfield, carpenter, to U. S. carpenter shop at Port Royal, S. C.; W. Myrtetus, carpenter, to U. S. carpenter shop at Port Royal, S. C.

I am, sir, very respectfully, etc.,

W. H. WEST,
*Actg. Vol. Lieut., U. S. N., Comdg. U. S. S. Massachusetts.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Commander Glasson, U. S. Navy, commanding U. S. ship Brandywine, regarding coal supply.*

U. S. STORESHIP BRANDYWINE,
*Off Navy Yard, [Norfolk], Va., January 16, 1864.*

SIR: On the receipt of your instructions of the 5th instant, I immediately moved the *Brandywine* to the *Charles Phelps* and weighed her moorings; to clear and weigh them required the work of nearly two days. The end of one of the chains had been lost, while the *Fahkee* had undertaken to clear the hawse. The riding

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chain was twisted and interwoven with the other one in such a mass as to render them almost inextricable. It was the general impression that the moorings could not be saved. The officers and men worked with an energy that overcame every new obstacle which presented itself in heaving in the moorings. Sixty fathoms were out on each chain, and the two anchors had been nearly dragged together. Mr. Hyde, the executive officer, made himself very useful, and I commend him to your favorable consideration.

I forward all your mails received by me to date.

To January 4 there were 2,104 tons of coal collected in the navy yard for the use of the North Atlantic Blockading Squadron. The Delaware has been frozen up, but the fine weather for the last few days will, it is believed, open it. I shall write a letter to Commodore Adams to push forward more coal. Two coal schooners at Hampton Roads will average about 600 tons; besides there are about 415 tons on board the *Phelps* for present use in the Roads.

I am, very respectfully, your obedient servant,

JNO. J. GLASSON,
*Commander.*

Acting Rear-Admiral S. PHILLIPS LEE,
*Commanding North Atlantic Blockading Squadron.*

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*Report of Rear-Admiral Dahlgren, U. S. Navy, making suggestion regarding the movements of the U. S. S. Massachusetts.*

FLAG-STEAMER PHILADELPHIA,
*Off Morris Island, January 21, 1863*[4].

SIR: I respectfully request that instructions be given not to allow the sailing of the *Massachusetts* to be delayed or extended beyond the term of three weeks, which has been the customary period since I took the command here.

She should leave Philadelphia every third Saturday, making twenty-one days between the times of leaving that place for this station.

There ought to be no difficulty in her doing so, as I observe that each of the mail steamers are only allowed an interval of sixteen days to perform a similar service from New York for the Army, and this they continue to do without fail.

The supplies brought by the *Massachusetts* are essential to the comfort and convenience of every one in the squadron, as both officers and men depend on her for supplies of all kinds, and the least delay is felt severely.

This last trip she left Philadelphia one week later than she should have done.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
*Rear-Admiral, Comdg. South Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, regarding capture by that vessel of steamer Mayflower, January 13, 1864.*

U. S. SUPPLY STEAMER UNION,
*Tampa Bay, January 22, 1864.*

SIR: I have the honor to report the capture of the Confederate steamer *Mayflower* by this ship under the following circumstances:

The *Mayflower* ran out of Tampa Bay on the night of the 13th January. We discovered her on the afternoon of the 14th (while on our voyage from Charlotte Harbor to the blockading vessels at Egmont Bay) secreted inside of Sarasota Pass. Having put my ship in a position to cover our boats cutting her out, I immediately sent in three boats. Our first shell from a 20-pound Parrott caused the crew of the *Mayflower* to hoist a white flag. Acting Ensigns George F. Wilkins and M[arcus] Baird took possession and brought the prize out at once, she having steam up and ready to run out, bound to Havana with 75 bales of cotton. The *Mayflower* is a very old and almost worthless vessel. Not judging it prudent to send her to sea alone, I took her in tow and brought her in smooth water at Egmont Bay, leaving her there with an officer and prize crew on board to await my return. The cargo of cotton having been for more than twelve months on board, the bagging and lashing were found to be entirely rotten. As the *Mayflower* was making a great deal of water, I took the cotton on board this ship for the better preservation of it. The cotton is of the best quality and the loss of it and the vessel will be badly felt by some of the prominent rebels in that part of Florida. The captain and 2 engineers escaped in one of the steamer's boats; the 10 remaining persons on board were taken prisoners.

Most respectfully,

EDWD. CONROY,
*Acting Volunteer Lieutenant, Commanding U. S. S. Union.*

Acting Rear-Admiral T. BAILEY,
*Commanding Eastern Gulf Squadron, Key West, Fla.*

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*Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, for the return to New York of the U. S. S. Queen.*

NAVY DEPARTMENT, *January 23, 1864.*

SIR: The U. S. S. *Queen*, recently sent to the Gulf with ordnance stores and placed by Commodore Bell on blockade on the coast of Texas, is desired by the Ordnance Bureau as a transport, and you will please order her back to New York for that purpose.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Rear-Admiral D. G. FARRAGUT,
*Comdg. West Gulf Blockading Squadron, New Orleans.*

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*Report of Rear-Admiral Dahlgren, U. S. Navy, regarding complaints of masters of coal vessels.*

No. 38.] FLAG-STEAMER PHILADELPHIA,
*Off Morris Island, January 26, 1864.*

SIR: A considerable difficulty has been experienced in satisfying the masters of coal vessels in regard to the amount due for damages incurred while coaling our steamers.

As a general rule the water is very rough, particularly at this season of the year, and the coal vessels suffer more or less, especially from the ironclads.

It is impossible to repair them here, and it has been usual to assess the damages by survey and pay the amount.

The masters invariably complain that the sums awarded fall much short of the damage incurred, and their dissatisfaction has become so great that they refuse to come to this anchorage.

As a consequence I was reduced to such straits lately that one of the monitors had only 10 tons of coal on board, and there was no supply present. I was therefore compelled to direct the officer commanding at Port Royal to send here forcibly two coal vessels. As usual they suffered some damage, and, professing to be satisfied with the repair at a Northern yard, I request that an order may be given to that effect.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
*Rear-Admiral, Comdg. South Atlantic Blkdg. Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, of arrival at Philadelphia from South Atlantic Squadron.*

U. S. S. MASSACHUSETTS,
*Philadelphia, January 26, 1864.*

SIR: I have the honor to inform the Department of the arrival last night of the U. S. S. *Massachusetts* from the South Atlantic Blockading Squadron via Hampton Roads.

Enclosed please find lists of passengers (No. 1), invalids (2), prisoners (3 and 4), and vessels supplied (5).

I am, sir, very respectfully, etc.,

W. H. WEST,
*Actg. Vol. Lieut., U. S. Navy, Comdg. U. S. S. Massachusetts.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, to proceed on supply trip to the Gulf of Mexico.*

NAVY DEPARTMENT, *February 1, 1864.*

SIR: On the 4th instant proceed with the U. S. S. *Admiral* to the Gulf of Mexico, for the purpose of supplying the vessels of the Western Gulf Blockading Squadron with fresh provisions, etc.

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The general instructions given you from time to time whilst in command of the *Circassian* will be observed whilst in command of the *Admiral*, such as the exercise of belligerent rights, communicating with all the blockading stations of the Western Gulf Squadron, and making returns of passengers, prisoners, etc., to the Department.

On your outward trip you will touch at Port Royal and Key West to land passengers, mails, and freight for those points. On your homeward trip, also, you will touch at those places, as well as at Hampton Roads, at which latter you will communicate with Acting Rear-Admiral Lee, forward your mails to the Department, and then proceed to the Boston Navy Yard.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Acting Volunteer Lieutenant WM. B. EATON,
*Commanding U. S. Supply Steamer Admiral, New York.*

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*Letter from the Secretary of the Navy to the commandant navy yard, Philadelphia, regarding intervals between trips of the U. S. S. Massachusetts.*

NAVY DEPARTMENT, *February 1, 1864.*

SIR: I have received your letter of the 29th ultimo concerning the *Massachusetts.*

With reference to the frequency of her trips, I would state that a communication has recently been received from Rear-Admiral Dahlgren, in which he asks that not more than three weeks may be allowed to intervene between the days of the departure of the *Massachusetts* from Philadelphia on her respective trips, thus requiring her to leave every third Saturday. He remarks that the mail steamers are allowed an interval of sixteen days to perform a similar service for the Army, and adds that the supplies brought by the *Massachusetts* are essential to the comfort and convenience of every one in the squadron, as both officers and men depend upon her, and the least delay is severely felt.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Commodore C. K. STRIBLING,
*Commandant Navy Yard, Philadelphia.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, announcing arrival at Hampton Roads en route to New York.*

U. S. SUPPLY STEAMER UNION,
*Hampton Roads, February 2, 1864.*

SIR: I have the honor of reporting the arrival of this ship, under my command, at this port, agreeable to my orders from the Hon. Secretary of the Navy. I have forwarded the mails for the Navy Department and proceed on my voyage direct to New York. We

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have a large number of sick and discharged men from the East and West Blockading Squadron.

Very respectfully, your obedient servant,

EDWARD CONROY,
*Acting Volunteer Lieutenant, Commanding U. S. S. Union.*

Acting Rear-Admiral S. P. LEE,
*Comdg. North Atlantic Blkdg. Squadron, Hampton Roads.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, of the capture of the steamer Mayflower.*

U. S. SUPPLY STEAMER UNION,
*Hampton Roads, February 2, 1864.*

SIR: I have the honor to report the arrival of this ship at this port, having complied with my orders from the Navy Department, dated December 24, 1863. I most respectfully forward a list of passengers on board of this vessel; also a list of vessels supplied January 14, 1864. The *Union* captured the Confederate steamer *Mayflower*, of Tampa, in Sarasota Pass, Fla., loaded with cotton. The report of said capture, together with the crew list of this ship, has been forwarded to the Navy Department.

I regret to state that the engine and boilers of this ship require a thorough overhauling before the ship is ordered to sea on another voyage, the shaft being very much out of line and the boilers in a very leaky condition. We have been detained much longer on this voyage than we would otherwise have been.

Very respectfully, your obedient servant,

EDWARD CONROY,
*Acting Volunteer Lieutenant, Commanding U. S. S. Union.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Telegram.]

NAVY DEPARTMENT, *February 3, 1864.*

Direct the *Courier* to proceed to Pensacola, deliver her cargo, and return to Boston.

GIDEON WELLES,
*Secretary of Navy.*

Rear-Admiral HIRAM PAULDING,
*Commandant Navy Yard, New York.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, announcing arrival at and departure of U. S. S. Union from Hampton Roads.*

U. S. FLAGSHIP MINNESOTA,
*Off Newport News, Va., February 3, 1864.*

SIR: I have the honor to inform the Department of the arrival at Fortress Monroe of the U. S. supply steamer *Union*, of the Western



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Gulf Blockading Squadron, at 3:45 p. m., on the 2d instant, and her departure at 5:10 p. m. of the same day.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Acting. Rear-Admiral, Comdg. North Atlantic Blkdg. Squadron.*

Hon GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Telegram.]

NAVY DEPARTMENT, *February 4, 1864.*

Send the *Kensington* to Rear-Admiral Dahlgren.

GIDEON WELLES,
*Secretary of the Navy.*

Rear-Admiral HIRAM PAULDING,
*Commandant Navy Yard, New York.*

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*Order of Rear-Admiral Farragut, U. S. Navy, to Captain Gillis, U. S. Navy, commanding off coast of Texas, referring to the U. S. S. Augusta Dinsmore.*

FEBRUARY 6, 1864.

SIR: I send down the *Dinsmore* with provisions and other articles required by your vessels on the coast of Texas, but you are not to delay him a moment longer than you can help, as you will perceive by his orders that his duty at the Rio Grande is urgent. By not having a vessel there, we have lost two most important prizes, with arms and munitions of war. I also send you a copy of an order from the Secretary of State to capture these vessels if they are fallen in with, unless in "neutral waters," etc.

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D. G. FARRAGUT.

Captain J. P. GILLIS,
*Comdg. Second Div. Gulf Squadron, Coast of Texas.*

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*Letter from Commodore Adams, U. S. Navy, to Commander Davenport, U. S. Navy, regarding affairs at New Berne, N. C.*

OFFICE OF COAL SHIPMENT FOR U. S. NAVY,
*No. 323 Walnut Street, Philadelphia, February 10, 1864.*

SIR: I have lately received from you, unaccompanied by any remarks, receipted bills of lading of the following-named vessels: Schooners *Mary Elizabeth, Deborah Jones, Belle, Colorado, L. Sturdevant, Prince Alfred, James S. Watson, C. W. Holmes.*

I presume these bills are those which should have been sent to the Bureau of Equipment and Recruiting, agreeably to the letter of instructions, but have been inadvertently enclosed to me. I have forwarded them to the bureau. In your semimonthly reports to this

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office nothing is required but to mention the names of the vessels remaining unloaded and the quantity of coal on shore at the different points. All other particulars are unnecessary.

Very respectfully, your obedient servant,

H. A. ADAMS,
*Commodore.*

Commander H. K. DAVENPORT,
*Senior U. S. Naval Officer, New Berne, N. C.*

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*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, of arrival at Port Royal, S. C., from New York, having chased a blockade runner off Georgetown, S. C.*

U. S. S. ADMIRAL,
*Port Royal, S. C., February 10, 1864.*

SIR: I have the honor to inform the Department of the arrival of the *Admiral* at this place, and that during the passage from New York her engines have worked satisfactorily and she has shown herself as a good sea boat. I think her capable of steaming 13 knots when in proper trim. The great amount of ordnance stores, etc., on board brings her down by the head, her principal stowage room being forward of the engines. When in a seaway her engines "race" badly, but the chief engineer reports that he has not been troubled with even a hot journal.

When off Georgetown, S. C., we chased a blockade runner (a side-wheel steamer, similar to those usually employed in running the blockade). At first we could only distinguish the black smoke on the horizon, but before dark we had gained sufficiently to make out what she was by glasses. As it was only three hours before sunset that she was discovered, night soon ended the chase, during which the *Admiral* logged 12 knots.

Yesterday, off Hatteras, passed *U. S. S. Wachusett*, with ironclad *Sangamon* in tow; sea smooth, weather fine.

I enclose herewith a list of sutler's stores and prices, as required; during the preparation for departure it was overlooked. I have the honor to be,

Very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Extract from report of Lieutenant-Commander Perkins, U. S. Navy, regarding operations in Texas, making reference to U. S. S. Queen.*

U. S. GUNBOAT SCIOTA,
*Off Pass Cavallo, Tex., February 16, 1864.*

SIR: I have the honor to make the following report:

*February 1.* The *Aroostook* arrived here for coal, and learning through a rebel deserter to the Army that a steamer was expected to

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run the blockade at Brazos, I ordered the *Queen* to relieve the *Aroostook* off Velasco until she returned. The *Queen* arrived here from the Brazos on the 7th. General Dana being anxious that a reconnoissance should be made up the coast, and that some general orders and President's proclamations should be landed at different points within the enemy's lines, I left this place on the 7th to carry out his wishes, leaving the *Queen* here.

* * * * * * *

I am, very respectfully, your obedient servant,

G. H. PERKINS,
*Lieutenant-Commander.*

Captain JOHN P. GILLIS,
*Comdg. U. S. Naval Forces, Coast Texas.*

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*Report of Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, announcing arrival at Philadelphia from West Gulf Squadron.*

U. S. S. BERMUDA,
*Philadelphia, February 18, 1864.*

SIR: I have the honor to report the arrival of the U. S. supply steamer *Bermuda* at this port. Enclosed are the following reports:

* * * * * * *

The ship left Philadelphia on the 8th of January and was detained three days in the Delaware River by ice. The *Bermuda* has communicated with all vessels in the West Gulf Blockading Squadron, both going and returning. At New Orleans I received from the storehouse about 1,000 barrels of provisions for all the vessels west of that place, which necessarily detained me. On my homeward trip I received an order from Acting Rear-Admiral Bailey to touch at Indian River to leave an officer and prize crew belonging to bark *Roebuck*, after which I touched at Port Royal. At Hampton Roads I forwarded all dispatches and mails from the various squadrons. I then proceeded to Newport News. Acting Rear-Admiral Lee ordered the sick (64) to Philadelphia.

I have the honor to be, sir, very respectfully, your obedient servant,

J. W. SMITH,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the movements of U. S. steamers Keystone State, Bermuda, and Fort Jackson.*

No. 94.] U. S. FLAGSHIP MINNESOTA,
*Off Newport News, Va., February 18, 1864.*

SIR: I have the honor to report to the Department the departure from Hampton Roads on the 17th instant of the U. S. S. *Keystone*

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*State* for the blockade off Wilmington and the U. S. supply steamer *Bermuda* for Philadelphia.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Actg. Rear-Admiral, Comdg. North Atlantic Blkdg. Squadron.*

Hon. GIDEON WELLES,
*Secretary of Navy Department, Washington, D. C.*

P. S., 1 p. m.—The *Fort Jackson* has arrived for coal and completion of repairs.

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*Report of Acting Rear-Admiral Lee, U. S. Navy, regarding the movements of the U. S. S. Winona.*

No. 98.] U. S. FLAGSHIP MINNESOTA,
*Off Newport News, Va., February 19, 1864.*

SIR: I have the honor to report to the Department the departure of the U. S. S. *Winona* from Hampton Roads, on the 18th instant, for New Orleans (Port Royal*).

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
*Actg. Rear-Admiral, Comdg. North Atlantic Blkdg. Squadron.*

Hon. GIDEON WELLES,
*Secretary, Navy Department, Washington, D. C.*

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*Report of Acting Rear-Admiral Lee, U. S. Navy, of the arrival at Hampton Roads of the U. S. S. New Berne from New York.*

No. 103.] U. S. FLAGSHIP MINNESOTA,
*Off Newport News, Va., February 20, 1864.*

SIR: I have the honor to report to the Department the arrival at Hampton Roads on the 19th instant of the U. S. supply steamer *New Berne* from New York on the 18th instant.

I have the honor to be, sir, very respectfully,

S. P. LEE,
*Actg. Rear-Admiral, Comdg. North Atlantic Blkdg. Squadron.*

Hon GIDEON WELLES,
*Secretary of Navy, Washington, D. C.*

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*Report of Rear-Admiral Dahlgren, U. S. Navy, regarding coal for South Atlantic Squadron.*

FLAG-STEAMER PHILADELPHIA,
*Port Royal Harbor, S. C., February 20, 1864.*

SIR: The Bureau's communication of February 4 has been received, stating that 2,000 tons of coal are on the way to this squadron. One vessel only has arrived, with about 300 tons.

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* In pencil.

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Even with this addition, the stock of coal here not issued is reduced to 600 or 700 tons.

This will be expended in a very brief time, and will leave me in a very embarrassing situation.

The Bureau is, of course, aware of the consequences of the vessels being without coal, particularly at this season, when it is essential to our own safety as well as for blockading the rebels.

And I would again ask that a stock of 10,000 tons be accumulated here as speedily as possible and then maintained by suitable supplies.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
*Rear-Admiral, Comdg. South Atlantic Blockading Squadron.*

Commander A. N. SMITH,
*Chief of Bureau of Equipment and Recruiting, Navy Dept.*

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*Morning report of arrivals and departures from Hampton Roads, Va., from February 21, 8 a. m., to February 22, 8 a. m., 1864.*

Arrivals.—2:30 a. m., U. S. S. *Howquah*, from Washington.

Departures.—12:30 p. m., U. S. supply steamer *New Berne*, for Beaufort and Wilmington.

JOHN S. BARNES,
*Fleet Captain.*

Acting Rear-Admiral SAMUEL P. LEE,
*Commanding North Atlantic Blockading Squadron.*

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*Morning report of arrivals and departures from Hampton Roads, Va., from February 20, 8 a. m., to February 21, 8 a. m., 1864.*

Arrivals.—4:30 p. m., U. S. supply steamer *Massachusetts*, from Port Royal.

Departures.—8:50 p. m., U. S. supply steamer *Massachusetts*, for Philadelphia.

JOHN S. BARNES,
*Fleet Captain.*

Acting Rear-Admiral SAMUEL P. LEE,
*Commanding North Atlantic Blockading Squadron.*

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*Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, making reference to the arrival of U. S. S. Admiral at Ship Island, Miss.*

U. S. FLAGSHIP HARTFORD,
*Off Ship Island, February 21, 1864.*

COMMODORE: The *Admiral* arrived here last night and I send her off to-day; she has so many articles to land in New Orleans that I had to send her there. As I only wish her to make one trip to the city, you will put on board such articles as you have to send north,

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so that he can come from Texas directly to me at this place or Pensacola.

* * * * * * *

Very respectfully,

D. G. FARRAGUT.

Commodore JAMES S. PALMER,
*First Div. Officer, Western Gulf Squadron, New Orleans.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, to proceed on supply trip to West Gulf Squadron.*

NAVY DEPARTMENT, *February 25, 1864.*

SIR: On Saturday, the 27th instant, proceed on another trip to the West Gulf Squadron.

Unless there is freight, or there are passengers for Port Royal, you need not touch there, but proceed directly to Key West, thence to Pensacola and all the stations of the Western Gulf Blockading Squadron as usual.

On your return trip touch at Key West, Port Royal, and Hampton Roads, communicating as usual with the senior commanding officers and forwarding your mails from the latter point. Enter the port of Philadelphia.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant J. W. SMITH,
*Commanding U. S. S. Bermuda, Philadelphia.*

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*Morning report of arrivals and departures from Hampton Roads, Va., from February 27, 8 a. m., to February 28, 8 a. m., 1864.*

Arrivals (Newport News).—11:30 a. m., 28th, U. S. S. *New Berne*, supply steamer, from Wilmington and Beaufort.

Departures.—9:25 a. m., 27th, U. S. S. *Tacony*, for New Berne; 12:30 p. m., 28th, U. S. S. *New Berne*, for Norfolk, thence to New York; 1:30 p. m., U. S. S. *Fort Jackson*, for blockade of Wilmington.

JOHN S. BARNES,
*Fleet Captain, North Atlantic Blockading Squadron.*

Acting Rear-Admiral SAMUEL P. LEE,
*Commanding North Atlantic Blockading Squadron.*

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*Morning report of arrivals and departures from Hampton Roads, Va., from February 28, 8 a. m., to February 29, 8 a. m., 1864.*

Arrivals.—9:45 a. m., 28th, U. S. supply steamer *New Berne*, from Beaufort; 5:05 p. m., U. S. S. *Kineo*, from Baltimore; 2 p. m., 29th (at Newport News), U. S. S. *Wyalusing*, from Philadelphia.

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Departures.—6 p. m., 28th, U. S. S. *Peterhoff*, for blockade of Wilmington; 7:20 a. m., 29th, U. S. S. *New Berne*, for New York.

JOHN S. BARNES,
*Fleet Captain.*

Acting Rear-Admiral SAMUEL P. LEE,
*Commanding North Atlantic Blockading Squadron.*

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*Report of Acting Master Tarr, U. S. Navy, commanding U. S. S. Queen, of arrival at New York from New Orleans.*

U. S. S. QUEEN,
*Navy Yard, New York, March 4, 1864.*

SIR: I have the honor to report the arrival of this ship this day from New Orleans 20th February, Ship Island 21st, and Pensacola Navy Yard 24th.

I have also the honor of enclosing a list of the officers attached to this vessel.

Very respectfully, your obedient servant,

ROBERT TARR,
*Acting Master, Commanding, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, to proceed to Boston.*

U. S. S. HARTFORD,
*Pensacola, March 5, 1864.*

SIR: You will give passage north to three refugees from Galveston, Tex., and on your arrival at Boston report to the commandant of the navy yard.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
*Rear-Admiral, Comdg. Western Gulf Blockading Squadron.*

Acting Volunteer Lieutenant WM. B. EATON,
*Commanding U. S. S. Admiral, off Pensacola.*

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*Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, referring to duties of the U. S. steamers Arkansas and Augusta Dinsmore.*

U. S. S. HARTFORD,
*Pensacola, March 6, 1864.*

COMMODORE: I sent the *Arkansas* back to you that you might keep the two vessels (she and the *Dinsmore*) running back and forth to the Rio Grande about once in ten days, to supply them with such

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things as may be required by the blockaders, to bring up telegrams, and keep up the police of the coast.

* * * * * * *

Very respectfully,

D. G. FARRAGUT,
*Rear-Admiral.*

Commodore JAS. S. PALMER,
*Comdg. First Div. West Gulf Blkdg. Squadron,*
*New Orleans, La.*

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*Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Harris, U. S. Navy, commanding U. S. S. Honduras.*

U. S. FLAGSHIP DALE,
*Key West, March 8, 1864.*

SIR: So soon as the vessel under your command can be got ready for sea you will proceed with her under the same instructions as those of February 25, except that after communicating with the bark *Restless* you will return direct to this place.

Respectfully,

THEODORUS BAILEY,
*Actg. Rear-Admiral, Comdg. East Gulf Blockading Squadron.*

Actg. Vol. Lieut. THOS. R. HARRIS, U. S. Navy,
*Comdg. Steamer Honduras.*

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*Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, to communicate with certain vessels of East Gulf Squadron.*

U. S. FLAGSHIP DALE,
*Key West, March 9, 1864.*

SIR: After leaving this port you will communicate with the following vessels on blockade:

*San Jacinto*, in Quicksand Passage; *Gem of the Sea*, at Charlotte Harbor; *Sunflower*, at Tampa Bay; *James L. Davis*, at Tampa Bay; *Sagamore*, at Cedar Keys; *Nita*, off Suwanee River; *Tahoma*, off St. Marks; *Adela*, at East Pass St. George's Sound; *Somerset*, *James S. Chambers*, at West Pass St. George's Sound; *Pursuit*, at St. Joseph's Bay; *Restless*, at St. Andrew's Sound.

Should you fail to meet the various tenders, you will please leave their mails, etc., as follows:

*Rosalie*, at Charlotte Harbor; *Stonewall*, *Sea Bird*, at Tampa Bay; *Two Sisters*, *Fox*, at Cedar Keys; *Annie*, on board the *Tahoma*.

Respectfully,

T. BAILEY,
*Actg. Rear-Admiral, Comdg. East Gulf Blockading Squadron.*

Acting Volunteer Lieut. EDW. CONROY, U. S. Navy,
*Comdg. Steamer Union.*

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*Morning report of arrivals and departures from Hampton Roads, Va., from March 9, 8 a. m., to March 10, 8 a. m., 1864.*

Arrival.—10:30 p. m., 9th, a United States steamer, name not understood, with Admiral J. A Dahlgren on board.

Departures.—9:45 a. m., 9th, U. S. S. *Fahkee*, for blockade off Wilmington; 6:15 a. m., 10th, U. S. S. *Kansas*, for blockade off Wilmington.

Very respectfully, etc.,

F. H. JANVIER,
*Secretary.*

Acting Rear-Admiral SAMUEL P. LEE,
*Commanding North Atlantic Blockading Squadron.*

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*Morning report of arrivals and departures from Hampton Roads, Va., from March 11, 8 a. m., to March 12, 1864.*

Arrival.—2 p. m., 11th, U. S. S. *New Berne*, from New York.

Departure.—2 p. m., 12th, from Newport News, U. S. S. *New Berne*, for Beaufort and Wilmington.

Very respectfully, etc.,

F. H. JANVIER,
*Secretary.*

Acting Rear-Admiral SAMUEL P. LEE,
*Commanding North Atlantic Blockading Squadron.*

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*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, regarding chase of a large steamer.*

U. S. S. ADMIRAL,
*Hampton Roads, Va., March 14, 1864.*

SIR: I have to report that while on the passage of this vessel from Port Royal, in latitude 32° 50′, longitude 77° 33′, a steamer was sighted from this ship's masthead; gave chase; gained on her; made her out a large English-built steamer, side-wheel, about 900 tons burden, broad beam, low hull, two smokestacks, stripped to her lower masts, painted a very light lead color, clean, and apparently new. Chased twelve hours; pushed her so hard that she threw overboard between 400 and 500 bales of cotton. We gained on her while running 14 and 14½ knots. Her speed must have been about 13½ knots. I discontinued the chase when night came on, in latitude 31° 10′, longitude 75° 50′; this was on the 12th instant.

Very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Acting Rear-Admiral S. P. LEE,
*Comdg. North Atlantic Blkdg. Sqdrn., Hampton Roads.*

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*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, reporting arrival at Hampton Roads from Gulf Squadron and chase of blockade runner.*

U. S. S. ADMIRAL,
*Hampton Roads, Va., March 14 [15], 1864.*

SIR: I have the honor to report that this vessel, in obedience to the Department's order, has stopped at this place to forward mails and dispatches.

During her late voyage she has supplied vessels of the West Gulf Squadron as far along the coast as Pass Cavallo, Tex., giving them ample supplies of fresh provisions, delivered and received mails, etc.

The seagoing qualities of the *Admiral* have proved excellent, and I think her well adapted as a supply ship.

The supply steamer *Union* arrived at Key West on the 8th instant, coaled and proceeded to the westward on the 10th.

Some official letters for Admiral Dahlgren, marked per steamer *Admiral*, were taken to Key West in the U. S. S. *Metacomet*. They were received on board the *Admiral* on her homeward trip and left at Port Royal.

At 6 a. m. on the 12th instant, while on the passage from Port Royal to this place, and in latitude 32° 50′, longitude 77° 33′, a steamer was reported from the masthead of this vessel; we were steering N. E., the stranger bearing east and steering south.

The *Admiral's* speed was immediately increased and the stranger was soon visible from our deck; her appearance was suspicious, and I ordered chase to be made. The blockade runner soon changed her course to S. S. E.; we gained rapidly. At 10 a. m. she commenced throwing cotton overboard; we continued to lessen the distance until 2 p. m., at which time she had thrown overboard sufficient cargo to lighten herself and changed her course to E. S. E. This maneuver was, I think, her salvation, as it put us before the wind, which had hitherto favored us, but was not of sufficient force to benefit us while in that position. The distance between us was then about 4½ miles. At 3 p. m. I fired three 30-pounder rifle shots without, however, any expectation of reaching her.

The relative positions of the two vessels remained the same until at 6.30 p. m. We lost sight of the stranger in the darkness in latitude 31° 10′, longitude 75° 50′. I reluctantly discontinued the chase. Although our exertions were not productive of the desired result, yet we have the assurance that they have deprived a blockade runner of a large part if not the whole of her cargo. It is the general opinion on board here that she threw overboard nearly 500 bales of cotton, as the sea was thickly strewed with them for many miles in our course.

She was a side-wheel steamer, English build, about 900 tons burden, broad beam, low hull, two smokestacks, stripped to her lower masts, painted a very light lead color, clean, and apparently new.

During the chase the *Admiral* logged as follows:

| Hour. | Knots. | Hour. | Knots. |
|---|---|---|---|
| 1st | 13½ | 7th | 14½, steam and sail. |
| 2d | 14½ | 8th | 13½ |
| 3d | 14½ | 9th | 12½ |
| 4th | 14½ Steam and sail. | 10th | 12½ Steam alone. |
| 5th | 14½ | 11th | 12½ |
| 6th | 14½ | 12th | 12½ |

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I enclose the usual abstracts required by the Department, together with a report of the senior engineer of this vessel on the condition of the engine and boiler.

Very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Morning report of arrivals and departures from Hampton Roads, Va., March 15, 1864.*

Arrivals.—10 a. m., at Newport News, U. S. supply steamer *Admiral*, from New Orleans.

Departures.—8:20 a. m., prize steamer *Mary Ann*, for Boston; 10:30 a. m., from Newport News, U. S. supply steamer *Admiral*, for New York.

Very respectfully, etc.,

F. H. JANVIER,
*Secretary.*

Acting Rear-Admiral SAMUEL P. LEE,
*Commanding North Atlantic Blockading Squadron.*

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*Morning report of arrivals and departures from Hampton Roads, Va., from March 15, 8 a. m., to March 16, 8 a. m., 1864.*

Arrivals.—9:40 a. m., U. S. supply steamer *Admiral*, from New Orleans.

Departures.—3 p. m., U. S. S. *Admiral*, for New York; 10 p. m., U. S. S. *Harvest Moon.*

Very respectfully, etc.,

F. H. JANVIER,
*Secretary.*

Acting Rear-Admiral SAMUEL P. LEE,
*Commanding North Atlantic Blockading Squadron.*

---

*Order of the Secretary of the Navy to Acting Master Potter, U. S. Navy, commanding U. S. schooner Rachel Seaman, to proceed on supply trip to West Gulf Squadron.*

NAVY DEPARTMENT, *March 15, 1864.*

SIR: Proceed with all dispatch to the coast of Texas for the purpose of supplying the vessels on that coast with vegetables, after which return to New Orleans and distribute any cargo on hand, and then return to New York, bringing home anything the commander of the West Gulf Squadron may wish to send. Report to the Department the name of every vessel you may supply.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Acting Master CHAS. POTTER,
*Commanding U. S. Schooner Rachel Seaman, New York.*

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*Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Harris, U. S. Navy, commanding U. S. S. Honduras, to proceed to Havana, Cuba, for mail.*

U. S. FLAGSHIP SAN JACINTO,
*Key West, March 17, 1864.*

SIR: You will proceed to Havana with the vessel under your command for the mails brought out by the steamer *Columbia* for this place, and also for such communications as the U. S. vice-consul-general may have to send. You will return to this port as soon as possible consistently with this duty.

Should the occasion present itself during the passage over or back, you will, of course, capture such vessels as you may encounter on the high seas and without the jurisdiction of any foreign power, which may have violated the blockade or may afford a reasonable ground of suspicion that they intend doing so. Should the performance of this duty at any time carry you within sight of a neutral country, too much care can not be exercised to determine with accuracy not only your own position but also that of the vessel chased at different stages of the operation, with a view to refuting any false allegations that may be subsequently made of a violation of neutral territory.

Respectfully,

T. BAILEY,
*Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.*

Acting Volunteer Lieutenant THOS. R. HARRIS, U. S. Navy,
*Commanding Steamer Honduras.*

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*Morning report of arrivals and departures from Hampton Roads, Va., from March 17, 8 a. m., to March 18, 8 a. m., 1864.*

Arrivals.—5:45 p. m., U. S. supply steamer *Massachusetts*, from off Charleston, S. C.; 1:10 a. m., 18th, U. S. S. *Mercedita*, from off Wilmington, N. C., for repairs.

Departures.—9:40 p. m., U. S. supply steamer *Massachusetts*, for Philadelphia.

Very respectfully, etc.,

JOHN S. BARNES,
*Fleet Captain.*

Acting Rear-Admiral SAMUEL P. LEE,
*Commanding North Atlantic Blockading Squadron.*

---

*Order of Commander Reynolds, U. S. Navy, to Acting Master Walter, U. S. Navy, commanding U. S. S. Oleander, to proceed to Florida on supply trip.*

NAVAL DEPOT,
*Port Royal, S. C., March 23, 1864.*

SIR: After taking on board the provisions and stores for vessels to the southward, which will be delivered to you by the storekeeper,

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any articles that may be at the machine shop, express matters, and mails, you will, as soon as the weather permits, proceed direct to Fernandina, keeping a lookout for *Norfolk Packet* on the way.

If you do not fall in with her on the way, you will probably find her at Fernandina or hear of her at that point.

If she should have returned to her station, you will go to Mosquito Inlet and look for her there, remaining there if necessary twenty-four hours.

You will touch at the St. John's and communicate with the senior officer and other vessels there, and on returning communicate with every blockading vessel on the route. You will receive some men from *Wabash* for *Huron* and *Perry;* also boy, C. J. Roberts, from this ship for *Water Witch.*

When you fall in with the *Norfolk Packet* remain long enough for the paymaster to arrange the accounts of the men whose times have expired.

Respectfully,

WILLIAM REYNOLDS,
*Commander.*

Acting Master R. PRICE WALTER,
*Commanding U. S. S. Oleander.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, to proceed on supply trip to West Gulf Squadron.*

NAVY DEPARTMENT, *March 24, 1864.*

SIR: On the 26th instant proceed with the U. S. S. *Admiral* on another supply trip to the Western Gulf Blockading Squadron.

You will touch at Key West both going out and returning, but at no other point this side of that place. Enter New York on your return, to which port you will proceed direct from Key West.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Acting Volunteer Lieutenant WM. B. EATON,
*Comdg. U. S. S. Admiral, New York.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, to proceed on supply trip.*

NAVY DEPARTMENT, *March 24, 1864.*

SIR: On the 26th instant proceed with the U. S. S. *Massachusetts* on another trip to the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Acting Volunteer Lieutenant WM. H. WEST,
*Commanding U. S. S. Massachusetts, Philadelphia.*

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*Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Volunteer Lieutenant Harris, U. S. Navy, commanding U. S. S. Honduras.*

U. S. FLAGSHIP SAN JACINTO,
*Key West, April 9, 1864.*

SIR: You will proceed to sea as soon as possible under the same orders as those of March 25.

Respectfully,

THEODORUS BAILEY,
*Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.*

Acting Volunteer Lieut. THOS. R. HARRIS, U. S. Navy,
*Commanding Steamer Honduras.*

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*Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Hamilton, U. S. Navy, commanding U. S. S. Augusta Dinsmore, for temporary blockade duty.*

U. S. FLAGSHIP TENNESSEE,
*Off New Orleans, April 13, 1864.*

SIR: You will proceed off Galveston and report to Captain J. B. Marchand, commanding Third Division, West Gulf Blockading Squadron, for duty on the coast of Texas and Mexico. You will then run down to Tampico and cruise between that port and the Rio Grande for blockade runners.

The consul informs me that there are a number of small vessels running the blockade from the coast of Texas to that port and a short distance above.

Make no captures within less than 6 miles of the land when off the coast of Mexico. You will cruise there until relieved or obliged to enter Galveston for supplies or coal.

Very respectfully,

D. G. FARRAGUT,
*Rear-Admiral.*

Acting Master ALEXANDER HAMILTON, U. S. Navy,
*Commanding U. S. S. Augusta Dinsmore.*

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[Telegram.]

NAVY DEPARTMENT, *April 18, 1864.*

Send the *Ticonderoga* to New York to fill up complement.

GIDEON WELLES,
*Secretary of Navy.*

Acting Rear-Admiral S. P. LEE,
*Comdg. North Atlantic Blkdg. Squadron, Hampton Roads, Va.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, regarding the capture of the British schooner O. K.*

U. S. SUPPLY STEAMER UNION, *April 27, 1864.*

SIR: I have the honor to report the capture of the English schooner *O. K.* (a noted blockade runner) by this ship. The *O. K.* was from

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Havana, bound to any port on the coast of Florida where she could get in. We captured her between Tampa Bay and Charlotte Harbor, coast of Florida. The captain of the *O. K.* tried to escape by running into shallow water. She is loaded with an assorted cargo—medicines, spirits, cotton cards, etc.—all of but little value, excepting the depriving the rebels of their use. The *O. K.* was sent to Key West, Fla., for adjudication, in charge of Acting Ensign George F. Wilkins.

Very respectfully, your obedient servant,

EDWARD CONROY,
*Acting Volunteer Lieutenant, Comdg. U. S. S. Union.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

*Order of Commodore Rowan, U. S. Navy, to Acting Master McRitchie, U. S. Navy, commanding U. S. ship Supply, regarding local supply duty.*

FLAGSHIP NEW IRONSIDES,
*Off Morris Island, April 28, 1864.*

SIR: You will proceed to Port Royal with the *Supply* under your command, and report to Commander William Reynolds, commanding naval depot, Port Royal, for stores and supplies for this station. When you have taken in these you will return to this anchorage.

Respectfully, your obedient servant,

S. C. ROWAN,
*Commodore, Comdg. South Atlantic Blkdg. Squadron.*

Acting Master Commanding D. G. MCRITCHIE,
*U. S. Ship Supply.*

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*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, of arrival at New York from the West Gulf Squadron.*

U. S. S. ADMIRAL,
*Navy Yard, New York, April 29, 1864.*

SIR: I have to report the arrival here of this vessel from another voyage to the West Gulf Squadron, during which she visited all the blockade stations as far as Matagorda Bay, Tex., supplying the vessels going and returning with fresh provisions, etc.

Throughout the passage from New York to Key West the *Admiral* experienced heavy weather from the southward, and on the 29th ultimo, in latitude 32° 40′, longitude 77° 41′, encountered a squall of great violence from the westward, which threw her nearly on her beam ends, bending boat's davits to an angle of 45° and against the house on deck.

By order of Acting Rear-Admiral Bailey, this vessel stopped off Indian River, Fla., to deliver stores, etc., placed on board at Key West for the U. S. bark *Roebuck* and schooner *Beauregard.*

The U. S. S. *Union* was at Key West coaling when the *Admiral* left on the 24th instant.

I am happy to state that the general health of officers and men throughout East and West Gulf Squadrons is excellent.

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The *Admiral* brings North 24 passengers (officers), 47 invalids, 38 supernumeraries, and 4 prisoners, lists of which are enclosed.

I have the honor to be, very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, of arrival at Philadelphia from the South Atlantic Squadron.*

U. S. S. MASSACHUSETTS,
*Philadelphia Navy Yard, April 29, 1864.*

SIR: I have the honor to inform the Department of the arrival this afternoon of the U. S. S. *Massachusetts*, under my command, from the South Atlantic Blockading Squadron, via Hampton Roads.

Enclosed you will be pleased to find lists of passengers (1), prisoners (2), invalids (3), vessels supplied (4), boarded and spoken (5).

I am, very respectfully, etc.,

W. H. WEST,
*Acting Volunteer Lieutenant, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, to proceed on supply trip to West Gulf Squadron.*

NAVY DEPARTMENT, *April 30, 1864.*

SIR: On the 3d of next month proceed with the U. S. supply steamer *Bermuda* on another trip to the Western Gulf Blockading Squadron, touching at Key West on your outward passage and at Key West, Port Royal, and Hampton Roads on your homeward passage. Enter the port of Philadelphia on your return.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant J. W. SMITH,
*Commanding U. S. S. Bermuda, Philadelphia.*

---

*Letter from Acting Rear-Admiral Lardner, U. S. Navy, to Acting Rear-Admiral Bailey, U. S. Navy, relative to sending U. S. storeship National Guard to Key West for supplies.*

FLAGSHIP POWHATAN,
*Cape Haytien, May 1, 1864.*

MY DEAR ADMIRAL: I send the storeship *National Guard* with this to you at Key West for the provisions and stores for my squadron



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during the summer, and hurricane months, which you were kind enough to promise me when I had last the pleasure of seeing you.

With best regards, very truly yours,

J. L. LARDNER.

Rear-Admiral T. BAILEY,
*Commanding Eastern Gulf Blockading Squadron.*

---

*Report of Rear-Admiral Dahlgren, U. S. Navy, regarding delay in filling requisitions for supplies for South Atlantic Squadron.*

FLAG-STEAMER PHILADELPHIA,
*Port Royal Harbor, S. C., May 2, 1864.*

SIR: I enclose herewith a statement made to me by the officer in charge of this depot.

I beg leave to call the attention of the Department to the great inconveniences necessarily experienced in managing an active command like this, unless the requisitions made for necessary supplies are met within a reasonable time.

Some of these articles were of the most imperative necessity, such as the rope, which is designed for nettings to keep off the torpedoes.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
*Rear-Admiral, Comdg. South Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

[Enclosure.]

U. S. SHIP VERMONT,
*Port Royal Harbor, S. C., May 2, 1864.*

SIR: I enclose herewith a letter from the Bureau of Equipment and Recruiting, relating to supply of oil for this squadron, and desire to say that the 100 barrels ordered by the bureau will not be sufficient when it arrives to pay to the engineer's department the quantity we have been compelled to borrow from it.

The storekeeper has borrowed 125 barrels sperm oil from the engineer, and has issued all but a few barrels.

Requisitions on Bureau of Equipment for large quantities of oil were forwarded by the storekeeper in December for 500 barrels, and again in February and March for 300 barrels, and, as stated in his letter on the subject to Commodore Rowan, of date April 15, he has not received an acknowledgment of these requisitions and has not received any oil from that bureau since November last.

A few weeks since we were completely out of coal and had to borrow two schooners from the Army.

The machine shop has been quite out of blacksmith's coal for some weeks, and is dependent on borrowing from the Army to keep the blacksmith work going.

Requisitions for anchors, kedges, chain cables, anchor shackles, galleys for squadron, including the monitors, manila hawsers, manila and hemp rope, and a great variety of miscellaneous articles have been forwarded by the storekeeper and are still unsupplied, as is

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fully set forth by a tabular statement forwarded by Paymaster Cosby to Commodore Rowan, of date April 26, showing the articles required by him and not yet supplied.

Very respectfully, your obedient servant,

WM. REYNOLDS,
*Commander, Commanding Naval Depot.*

Rear-Admiral JOHN A. DAHLGREN,
*Commanding South Atlantic Blockading Squadron.*

---

*Order of the Secretary of the Navy to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, to proceed on supply trip.*

NAVY DEPARTMENT, *May 3, 1864.*

SIR: On Saturday next, the 7th instant, proceed with the U. S. supply steamer *Massachusetts* on another trip to the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Acting Volunteer Lieutenant WM. H. WEST,
*Commanding U. S. S. Massachusetts, Philadelphia.*

---

*Order of the Secretary of the Navy to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, regarding the transportation of torpedo cases.*

NAVY DEPARTMENT, *May 3, 1864.*

SIR: On your way to the South Atlantic Squadron the coming trip touch at Hampton Roads and report to Acting Rear-Admiral Lee, or the senior commanding officer present, and there receive on board the *Massachusetts* and convey to Admiral Dahlgren the torpedo cases to be shipped by order of the Bureau of Ordnance.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Acting Volunteer Lieutenant WM. H. WEST,
*Commanding U. S. S. Massachusetts, Philadelphia.*

---

*Report of Rear-Admiral Dahlgren, U. S. Navy, requesting a vessel at Charleston, S. C., while U. S. ship Supply is under repair.*

FLAG-STEAMER PHILADELPHIA,
*Port Royal Harbor, S. C., May 5, 1864.*

SIR: The condition of the storeship *Supply* is reported to be so bad as to necessitate her going north for repairs in a few months. This vessel is indispensable as a storeship at Charleston.

Her place can not be supplied by any vessel in the squadron.

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Will the Department please to send me a suitable vessel to take her place as soon as possible?

I have the honor to be, very respectfully, your obdt. servant,

J. A. DAHLGREN,
*Rear-Admiral, Comdg. South Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

---

*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, announcing departure for South Atlantic Squadron.*

U. S. S. MASSACHUSETTS,
*Philadelphia Navy Yard, May 7, 1864.*

SIR: I have the honor to inform the Department of the departure this day of the U. S. S. *Massachusetts* for the South Atlantic Squadron via Hampton Roads.

Herewith please find a list of passengers: * * *

I am, sir, very respectfully, etc.,

W. H. WEST,
*Act. Vol. Lieut., U. S. Navy, Comdg. U. S. S. Massachusetts.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

---

*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, to proceed on supply trip to West Gulf Squadron.*

NAVY DEPARTMENT, *May 10, 1864.*

SIR: On the 12th instant proceed with the U. S. S. *Admiral* on another trip to the West Gulf Blockading Squadron. On your outward passage touch at no point this side of Key West. On your homeward passage touch at Key West, Port Royal, and Hampton Roads, as usual, and return to New York.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Acting Volunteer Lieut. WM. B. EATON,
*Commanding U. S. S. Admiral, New York.*

---

*Instructions from Fleet Captain Drayton, U. S. Navy, to Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, regarding distribution of supplies.*

U. S. S. HARTFORD,
*Pensacola, May 14, [1864].*

SIR: Communicate with Captain Jenkins, off Mobile, and after having supplied the vessels on that blockade with provisions, pro-

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ceed off Calcasieu Bay, La., where will probably be the *Pocahontas* and *Aroostook;* from there continue on to Sabine Pass, Galveston, and so on down the coast of Texas, as has been your custom heretofore.

On your return north stop at New Orleans if you can do so without being quarantined, but otherwise telegraph to Commodore Palmer from the quarantine station, and await his orders there. After leaving the Mississippi, touch at Ship Island, off Mobile, after which come in here.

Distribute the registers I put on board as per list.

Very respectfully,

P. DRAYTON,
*Fleet Captain.*

Acting Volunteer Lieutenant SMITH,
*Bermuda.*

---

*Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Reynolds, U. S. Navy, regarding supply schooner Althea.*

FLAG-STEAMER PHILADELPHIA,
*Off Morris Island, May 16, 1864.*

SIR: Hereafter, when the *Althea** arrives at Port Royal, you will send her to this anchorage without breaking bulk, and forward to me her bills of lading and invoices.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
*Rear-Admiral, Comdg. South Atlantic Blockading Squadron.*

Commander WM. REYNOLDS,
*Commanding Naval Depot, Port Royal.*

---

*Report of Commander Renshaw, U. S. Navy, regarding movements of schooner Ann S. Davenport.*

U. S. S. MIAMI,
*Roanoke Island, N. C., May 16, 1864.*

SIR: Agreeable to Captain Smith's order I send the schooner *Ann S. Davenport* to New Berne for coal. Captain Smith wishes her to be returned immediately after filling up.

Very respectfully, your obedient servant,

R. T. RENSHAW,
*Commander, U. S. Navy.*

Commander H. K. DAVENPORT,
*Senior Officer at New Berne, U. S. S. Hetzel.*

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* Probably refers to schooner mentioned in Official Records of the Union and Confederate Navies, vol. 16, p. 60.

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, Commanding U. S. S. Union, of arrival at Hampton Roads, Va., and capture of schooner O. K.*

U. S. SUPPLY STEAMER UNION,
*Hampton Roads, May 17, 1864.*

SIR: I have the honor to report the arrival of this ship at this station, after having complied with my orders from the honorable Secretary of the Navy, dated April 14, 1864. April 27, the *Union* captured the English schooner *O. K.*, between Tampa Bay and Charlotte Harbor (coast of Florida), loaded with an assorted cargo. The report of said capture, together with the crew list of this ship, has been forwarded to the Navy Department.

I most respectfully forward a list of passengers, vessels supplied and spoken.

Very respectfully, your obedient servant,

EDWARD CONROY,
*Acting Volunteer Lieutenant, Commanding U. S. S. Union.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

*Instructions from the Secretary of the Navy to Acting Master Churchill, U. S. Navy, commanding U. S. S. Circassian, for supply trip to West Gulf Squadron.*

NAVY DEPARTMENT, *May 18, 1864.*

SIR: The U. S. S. *Circassian*, under your command, having been thoroughly repaired, will now resume her trips to the Western Gulf Blockading Squadron, and you will leave Boston on this service on the 21st instant.

The supplies which she will carry out are for the vessels of the Western Gulf Blockading Squadron only, which squadron, or the stations of which, extend from Pensacola, Fla., to the Rio Grande, Texas.

On your outward passage you will touch at Port Royal, S. C., and Key West, Fla., for the purpose of landing passengers, mails, or other matter for those places.

Be careful not to pass any of the blockading stations between Pensacola and the Rio Grande without communicating with the blockading vessels, both in going and returning. Your mails for the respective vessels should be carefully assorted and ready for delivery on communicating, and any articles or parcels that you may have on board for officers or seamen on the blockade must be carefully preserved and promptly delivered.

On your homeward passage, you will touch at Key West, Port Royal, and Hampton Roads, and communicate with the senior commanding officers at those places, receiving mails or passengers waiting transportation north. At Hampton Roads you will mail all dispatches, etc., for the Department, so that they may reach it earlier, by way of Baltimore, and continue your course to Boston.

Notwithstanding the special service assigned to the *Circassian*, she is to exercise all the rights pertaining to a cruiser of the United

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States in time of war. The unquestioned belligerent right of search is to be exercised, and you will be vigilant to detect, seize, and send into port for adjudication any vessels you may meet in your course engaged in carrying contraband of war to the insurgents or in violating the blockade.

Before sailing from Boston transmit to the Department a list of officers or other persons taking passage in the *Circassian* by orders or authority of the Secretary of the Navy, stating the destination of each.

On your return from a trip transmit to the Department the following papers:

1st. List of officers or other passengers on the homeward trip, stating from what vessel or place received and cause of return.

2d. A similar list of seamen.

3d. A similar list of prisoners.

4th. A list of the vessels supplied with provisions, etc., during the trip, with the date and locality.

5th. A list of vessels other than those on the blockade spoken or boarded during the trip, with the customary remarks.

You will also furnish the Department with a report of the cruise, mentioning any events of importance.

Although a quick passage is always desirable, it is of greater importance that the special duties and the chief objects for which the supply vessels are designed should be thoroughly carried out. The vessels on blockade duty must be communicated with, and sufficient time allowed them to receive their needed supplies and for transferring invalids, etc.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Acting Master HENRY CHURCHILL,
*Commanding U. S. S. Circassian, Boston.*

---

*Letter from the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, suggesting that the U. S. S. South Carolina take the place of the U. S. S. Massachusetts while the latter is repairing.*

NAVY DEPARTMENT, *May 31, 1863*[4].

SIR: The U. S. supply steamer *Massachusetts* will not be able to make more than three or four trips before she will require extensive repairs to her machinery, and as she will probably be detained in port a considerable length of time the Department suggests that the *South Carolina* be sent to Philadelphia to take her place as a regular supply steamer until the repairs of the *Massachusetts* are completed, provided her services can be spared from the South Atlantic Squadron.

Very respectfully,

GIDEON WELLES,
*Secretary of the Navy.*

Rear-Admiral JOHN A. DAHLGREN,
*Commanding South Atlantic Blockading Squadron.*

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[Telegram.]

NAVY DEPARTMENT, *May 19, 1864.*

Send the *Courier* to New Orleans, to return after discharging.

GIDEON WELLES,
*Secretary.*

Rear-Admiral S. H. STRINGHAM,
*Commandant Navy Yard, Boston, Mass.*

---

*Report of Acting Volunteer Lieutenant Tarr, U. S. Navy, commanding U. S. S. Queen, of arrival at Hampton Roads.*

U. S. S. QUEEN, *May 22, 1864.*

SIR: I have the honor to report the arrival of the above-named vessel under my command, having left New York 20th instant, 4 p. m.

I am, respectfully, your obedient servant,

ROBERT TARR,
*Acting Volunteer Lieutenant, Commanding.*

Acting Rear-Admiral S. P. LEE,
*Commanding North Atlantic Blockading Squadron.*

---

*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, acknowledging receipt of order to proceed to South Atlantic Squadron.*

U. S. S. MASSACHUSETTS,
*Philadelphia Navy Yard, May 25, 1864.*

SIR: I have the honor to acknowledge the receipt of the Department's letter of the 24th instant, ordering me to proceed with the U. S. S. *Massachusetts*, on Saturday next, on another trip to the South Atlantic Squadron.

Also to receive from Mr. Boutelle, assistant, Coast-Survey, at Hilton Head, a torpedo, and bring it with me to Philadelphia.

I am, very respectfully, etc.,

W. H. WEST,
*Acting Volunteer Lieutenant, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

---

*Letter from the Secretary of the Navy to Hon. I. Donnelly, answering enquiries regarding the blockade of the coast of Texas in July and August, 1863.*

NAVY DEPARTMENT, *May 26, 1864.*

SIR: I have the honor to acknowledge the receipt of your letter of the 23d instant, asking answers to the following enquiries:

I. Was there in the months of July and August, 1863, any blockade of the State of Texas? If so, what number of vessels constituted the blockade and where were they stationed?

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II. Was there in these months any blockade of the port of Velasco, Tex., or of the coast near it, to wit, latitude 28° 38′ N. and longitude 95° 96′ W.?

III. Was the U. S. ship *Bermuda* a blockading vessel at that time, to wit, in August, 1863, or a supply ship? If the former, where was she stationed?

In reply I have to state as follows, viz:

To the first enquiry, the coast of Texas was under blockade at the time stated. The Department has not the data to show what number of vessels constituted the blockade and where they were stationed. The disposition of the blockading force is committed to the commander of the squadron.

To the second enquiry, the Department has not the data to show that the port of Velasco, or the coast near it in the particular latitude and longitude indicated, was or was not blockaded or guarded by any particular vessel or vessels. As I have above stated, the stationing of vessels is a matter that rests with the commander of the squadron, and he does not always advise the Department of the particular position they occupy in maintaining the blockade, and it is undergoing frequent changes. Commodore H. H. Bell, who was temporarily in command of the West Gulf Blockading Squadron in August, 1863, wrote to the Department on the 18th of that month as follows: "The blockade of Texas is successfully maintained except at the Rio Grande, where everything is in favor of the contraband traders," etc.

To the third enquiry, the *Bermuda* was not a blockading vessel in August, 1863. She was a supply vessel for the Western Gulf Blockading Squadron, making regular trips from Philadelphia to all the stations from Pensacola to the Rio Grande. Notwithstanding this special service, the *Bermuda* had orders "to exercise all the rights pertaining to a cruiser of the United States in time of war," and to be "vigilant to detect, seize, and send into port for adjudication any vessel she should meet with in her course engaged in carrying contraband of war to the insurgents or in violating the blockade."

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Hon. I. DONNELLY,
*House of Representatives.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, to proceed on supply trip.*

NAVY DEPARTMENT, *May 28, 1864.*

SIR: On the 4th of June, proximo, proceed with the U. S. S. *Union* on another trip direct to the Eastern Gulf Blockading Squadron. On your homeward passage to New York touch as usual at Port Royal and Hampton Roads.

Very respectfully,

GIDEON WELLES,
*Secretary of Navy.*

Acting Volunteer Lieutenant ED. CONROY, U. S. N.,
*Commanding U. S. S. Union, New York.*

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*Letter from Commander Davenport, U. S. Navy, to Commodore Adams, U. S. Navy, regarding supply of coal for the Sounds of North Carolina.*

U. S. S. HETZEL,
*Off New Berne, N. C., May 28, 1864.*

SIR: Your letter of the 21st instant has been received. I shall send a copy of it to Captain Melancton Smith, who is at present senior naval officer in the Sounds. He is in Albemarle Sound.

I think, however, that until the number and size of the vessels which it is intended shall constitute this part of the North Atlantic Blockading Squadron is determined it would be but "guess work" as to the amount of coal required per month. Some time since you were informed of the amount which would be required monthly. Since that time there has been an accession to the force here of five large boats (four double-enders). Captain Smith wrote me recently that the vessels in Albemarle Sound used 50 tons of coal per day. As to the best points of delivery, at this time Roanoke Island, or where the larger portion of the squadron is, Albemarle Sound, would seem to be the best points. When I heard of the arrival of a vessel at Hatteras which could not cross the swash I sent small schooners down to take off the coal and carry it to Albemarle Sound. I presume Captain Smith, to whom I shall refer the whole matter, will give you all the necessary information.

In the last paragraph of your letter, or, rather, in the postscript, you say, "It would be better if in future all communications on this subject to me should be from yourself and not from any pay or other officer. Your merely forwarding them is not in order. Strictly, they should all come through the admiral, but I don't insist on it; only on proper decorum."

Formerly, previous to your appointment to your present position, and until orders from the admiral directed a change, the senior officer made the requisitions himself for coal and for stores of all kinds. For nearly a year the paymaster in charge of stores, who is neither more or less than a naval storekeeper, makes all requisitions upon the various bureaus, which are approved and forwarded by the senior officer through the admiral. My letter of the 15th instant was written directly to you (I think) in consequence of the exigencies of the situation requiring prompt action.

I enclose a copy of a letter from the admiral, which, I trust, will absolve me from the charge of a want of "proper decorum."

Very respectfully, your obedient servant,

H. K. DAVENPORT,
*Commander.*

Commodore H. A. ADAMS, *U. S. Navy,*
*No. 323 Walnut St., Philadelphia.*

P. S.—When I was appointed senior officer in the Sounds I was directed by Admiral Goldsborough to make requisitions direct upon the coal agent at Philadelphia, who had been instructed to respect such demands. This continued to be the custom until some time after a paymaster was sent here and placed in charge of all stores, including coal, when Admiral Lee directed him to make all requisitions subject to my approval.

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It is not necessary that the requisitions for coal should go through the admiral; only those to the different bureaus of the Navy Department.

H. K. D.

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*Letter from the Secrteary of the Navy to Acting Rear-Admiral Bailey, U. S. Navy, regarding the sharing of prizes captured by U. S. S. Union.*

NAVY DEPARTMENT, *May 30, 1864.*

SIR: You are informed, in reply to your letter of the 14th instant, that the supply steamer *Union* is not attached to a squadron, and that the commanding officers of either of the squadrons are not entitled to share in captures made by her, even though such captures may have been made within the limits of their squadrons.

Very respectfully,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral T. BAILEY,
*Commanding Eastern Gulf Blockading Squadron.*

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*Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Crowell, U. S. Navy, for temporary command of U. S. S. Augusta Dinsmore.*

FLAGSHIP HARTFORD,
*Off Mobile, June —, 1864.*

SIR: You are hereby ordered to take command temporarily of the U. S. S. *Augusta Dinsmore.*

Very respectfully,

D. G. FARRAGUT,
*Rear-Admiral.*

Acting Volunteer Lieutenant M. B. CROWELL,
*U. S. S. Augusta Dinsmore, New Orleans.*

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*Report of Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, of return to Hampton Roads, and transmitting various reports.*

U. S. S. BERMUDA,
*Hampton Roads, June 3, 1864.*

SIR: I have the honor to report the arrival of the U. S. supply steamer *Bermuda* at this port. Enclosed please find the following reports:

No. 1 is a correct list of vessels supplied on outward trip; when and where supplied.

No. 2 is a list of vessels spoken and boarded, outward trip.

No. 3 is a list of vessels supplied and communicated with, homeward trip.

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No. 4 is a list of officers returning home, from what vessel, and where ordered to report.

No. 5 is a similar list in regard to seamen and marines.

No. 6 is a list of refugees and prisoners of war and blockade runners.

No. 7 is a list of vessels boarded and spoken, homeward trip.

The *Bermuda* sailed from Philadelphia May 3, and from the Capes of the Delaware May 4, at 9:30 a. m., and has communicated with all vessels of the West Gulf Squadron, both going and returning. At Mobile I received orders from Rear-Admiral Farragut to proceed direct from that place to the coast of Texas, reporting on my return at South West Pass. This I did, and received orders to proceed to New Orleans. Leaving Key West, I touched at Port Royal; thence to Hampton Roads; here I communicated with the senior officer, leaving all mails and dispatches from the various vessels of the squadron.

I have the honor to be, sir, very respectfully, your obedient servant,

J. W. SMITH,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Report of Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, regarding chase of two blockade runners.*

U. S. S. BERMUDA,
*Hampton Roads, June 3, 1864.*

SIR: I have the honor to report that on May 8, at 5 a. m., off Matanilla Reef, outward bound, in latitude 27° 20′ N., longitude 79° 15′ W., I saw a large paddle-wheel steamer, with two short masts and two smoke pipes, painted lead color. I gave chase and ran her over the Great Bahama Banks, 1 mile to the eastward of the Great Isaac. Although I used every exertion to overhaul her, she made her escape after a chase of twelve hours.

On Wednesday, June 1, in latitude 32° 55′, longitude 78° 35′, homeward bound, I saw a black smoke, and in a short time made a paddle-wheel steamer ahead. I immediately gave chase, running her to the northward. At 3 p. m. we succeeded in gaining on her rapidly; at the same time the gunboat *Huron* hove in sight. The prize then ran across the *Huron's* bow, standing inshore, when the latter commenced firing at her. Seeing this I at once made a signal for the *Huron* to chase to leeward. The *Bermuda* at this time was carrying all sail, passing the *Huron* in a short time. Having the prize in this situation I was confident that nothing but darkness could prevent her capture. I burned 1 barrel of turpentine, captured from sloop *Fortunate*, and used every exertion to capture her. At 7 p. m. I commenced firing at her. She, at this time, had crossed the Frying Pan Shoals and, standing west, at 9.40 p. m., I lost sight of her. We were then 25 miles E. N. E. of Georgetown, S. C. The night being very dark, I gave up the chase, having chased her

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126 miles, various courses. Could I have had two hours' more daylight I should have captured her.

I have the honor to be, sir, very respectfully, your obedient servant,

J. W. SMITH,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Platt, U. S. Navy, commanding U. S. S. Bermuda, to communicate with certain vessels of his command.*

U. S. FLAGSHIP DALE,
*Key West, Fla., June 4, 1864.*

SIR: So soon as the *Honduras* is ready for sea, you will proceed with that vessel under your command to communicate with the following vessels on the blockade and deliver to them such officers, men, and provisions and stores as may have been put on board your vessel:

*Gem of the Sea*, Charlotte Harbor; *Sunflower*, *J. L. Davis*, Tampa Bay; *Tahoma*, St. Marks; *Adela*, West Pass; *J. S. Chambers*, Cedar Keys; *Somerset*, West Pass; *Pursuit*, St. Joseph's; *Restless*, St. Andrew's.

Should you fail to meet the various tenders, you will leave whatever has been sent to them as follows:

*Annie*, St. Marks; *Fox*, Cedar Keys; *Rosalie*, Charlotte Harbor; *Stonewall*, Tampa.

Returning, you will take in tow the coal schooner *W. R. Beebe*. You will find her at West Pass, and you will from thence proceed to this port without delay, not neglecting, however, to use your endeavors to capture such vessels as you may find running or attempting to run the blockade.

Respectfully,

T. BAILEY,
*Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.*

Acting Master JOHN H. PLATT, U. S. Navy,
*Commanding Steamer Honduras.*

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*Order of the Secretary of the Navy to Rear-Admiral Dahlgren, U. S. Navy, regarding storeships Courier and Supply.*

NAVY DEPARTMENT, *June 9, 1864.*

SIR: The U. S. ship *Courier* sailed from New York on the 29th ultimo for New Orleans with stores. On her return she is to stop at Port Royal to replace the U. S. ship *Supply*.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Rear-Admiral JOHN A. DAHLGREN,
*Comdg. South Atlantic Blkdg. Squadron, Port Royal.*

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*Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, for the U. S. ship Courier to replace the U. S. ship Supply at Port Royal, S. C.*

NAVY DEPARTMENT, *June 9, 1864.*

SIR: The U. S. storeship *Courier* sailed on the 27th ultimo for New Orleans with stores for your squadron. Be pleased to direct her, after discharging her cargo, to stop at Port Royal on her way north and report to Rear-Admiral Dahlgren or the senior officer present for duty there in place of the U. S. ship *Supply*.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Rear-Admiral D. G. FARRAGUT, etc.,
*New Orleans.*

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*Order of Rear-Admiral Dahlgren, U. S. Navy, to Commander Reynolds, U. S. Navy, regarding coal for South Atlantic Squadron.*

FLAG-STEAMER PHILADELPHIA,
*Off Morris Island, S. C., June 10, 1864.*

SIR: I have received yours of the 8th, stating the inability of General Foster to lend some coal, which is much to be regretted, for it will lead to the suspension of the blockade in a week or less, and before long the monitors will be unable to move, at the very time when we may look for unusual activity on the part of the rebel ironclads.

I wish you would see the general again and represent the urgent necessity for about 1,000 tons for the general use of the squadron, particularly the monitors. If it is not afloat, you can load up from the depot. I will return it at the earliest moment.

I have dispatched the *Queen* direct to Washington and the *Nipsic* to cruise for a coal schooner.

I observe from a communication by Commodore Rowan that he expects to await the arrival of coal, which will be more convenient than to absorb any part of the very small remnant on hand.

I could not, under any circumstances, let the *Ironsides* have more than would increase what she has to 149 or 150 tons, which, with the prevailing southerly winds, would carry the vessel to the Chesapeake.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
*Rear-Admiral, Comdg. South Atlantic Blockading Squadron.*

Commander WILLIAM REYNOLDS,
*Commanding Naval Depot, Port Royal, S. C.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, regarding the capture of sloop Caroline, from Nassau, New Providence.*

U. S. SUPPLY STEAMER UNION, *June 10, 1864.*

SIR: I have the honor to report that while passing Jupiter Inlet, Fla., this afternoon I discovered a small sloop apparently making

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every exertion to get into the inlet; after firing two shells at her, her captain bore up and came alongside. She proved to be the *Caroline*, from Nassau, with no flag or register. I have taken her in tow and shall deliver her up to the proper authorities at Key West, Fla.

Very respectfully, your obedient servant,

EDWARD CONROY,
*Acting Volunteer Lieutenant, Commanding.*

GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, for supply trip to West Gulf Squadron.*

NAVY DEPARTMENT, *June 13, 1864.*

SIR: Proceed on the 18th instant with the U. S. S. *Bermuda* on another trip to the West Gulf Blockading Squadron. The *Bermuda* will not touch anywhere this side of Key West on the outward passage. In consequence of the quarantine restrictions imposed upon vessels arriving at New Orleans from Key West, you will not enter the latter port as usual, but will heave to at the outer buoy, communicate by signal for a tug, and transfer your passengers and mails to her. As the season for yellow fever is approaching, you should take all necessary precautionary measures against contracting the disease or getting it on shipboard.

On your homeward passage touch as usual at Port Royal and Hampton Roads and enter Philadelphia.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Acting Volunteer Lieutenant J. W. SMITH,
*Commanding U. S. S. Bermuda, Philadelphia.*

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*Report of Acting Master Gray, U. S. Navy, commanding U. S. S. Courier, regarding the loss of that vessel.*

U. S. STORESHIP COURIER,
*Ashore on the Island of Abaco, June 15, 1864.*

SIR: I regret to announce to you the loss of this ship, she having run ashore on this island about 10 miles south of Elbow Cay Lighthouse at about 3 o'clock on the morning of the 14th instant. The officers and crew are all safe, and I have written to the U. S. consul at Nassau requesting him to charter a vessel to convey them to a port in the United States.

The ship will prove a total wreck. We are now engaged in saving stores and cargo, the latter in a damaged condition. The only way I have to account for this unfortunate occurrence is that the reckon-

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ing of the ship must have been very much out or that we experienced a very strong westerly current.

I have the honor to be, very respectfully, your obedient servant,

S. C. GRAY,
*Acting Master, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Bermuda, announcing arrival at New York from West Gulf Squadron.*

U. S. S. ADMIRAL,
*Navy Yard, New York, June 16, 1864.*

SIR: I have the honor to report the arrival here of this vessel from a voyage to the Gulf Squadrons.

The official dispatches, mails, and abstracts of the voyage were forwarded from Hampton Roads.

I have the honor to be, very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

*Order of the Secretary of the Navy to the commandant navy yard, New York, regarding the movements of certain supply vessels.*

NAVY DEPARTMENT, *June 21, 1864.*

SIR: The 2d of July proximo is the day fixed for the sailing of the *New Berne* and *Admiral.* The latter vessel will not touch at Port Royal and will only stop at the outer buoy, Key West, to transfer passengers and mails.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Rear-Admiral HIRAM PAULDING,
*Commandant Navy Yard, New York.*

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*Order of Captain Smith, U. S. Navy, to commanding officer of schooner Mary Elizabeth, to proceed with coal to Albemarle Sound, N. C.*

U. S. S. MATTABESETT,
*New Berne, June 21, 1864.*

SIR: You will proceed with your vessel to Albemarle Sound and report to the senior officer present, who will discharge you as quickly as possible.

Respectfully,

MELANCTON SMITH,
*Captain and Senior Officer in Sounds of North Carolina.*

Captain PHARO,
*Comdg. Coal Schooner Mary Elizabeth, New Berne.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, to proceed on supply trip to West Gulf Squadron.*

NAVY DEPARTMENT, *June 30, 1864.*

SIR: Proceed on the 2d proximo with the U. S. S. *Admiral* on another trip to the West Gulf Blockading Squadron. The *Admiral* will not touch anywhere this side of Key West on the outward passage. In consequence of the quarantine imposed upon vessels arriving at New Orleans from Key West, you will not enter the latter port, but will heave to at the outer buoy, communicate by signal for a tug, and transfer your passengers and mails to her. As the season for yellow fever is at hand, you should take all necessary measures against contracting the disease or getting it on shipboard.

On your homeward passage touch, as usual, at Port Royal and Hampton Roads and enter the port of New York.

Very respectfully,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant WILLIAM B. EATON,
*Commanding U. S. S. Admiral, New York.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, of arrival at New York with yellow fever on board.*

U. S. SUPPLY STEAMER UNION,
*New York June 30, 1864.*

SIR: I have the honor of reporting the arrival of this ship direct from Key West. Eighteen hours after leaving Key West a case of yellow fever was reported to me by the surgeon. Having so large a number of supernumeraries, sick, and passengers, I judged it not prudent to touch at Port Royal and Hampton Roads with the fever on board. I am sorry to state that Acting Assistant Paymaster Asa C. Winter died on board on the morning of the 28th June.

On the 29th instant Michael Ford (machinist), from Key West, died. I did not consider it prudent to keep the bodies, and therefore buried them at sea with all due respect.

There have been no more cases, and having had very strong, cold northerly winds for the last three days I have every hope that there will no more appear. Every precaution has been taken, the ship well fumigated, and will bear the most strict inspection in every part of her. I regret to state that the boilers and engines of this ship require a complete overhaul. Enclosed is report of Acting First Assistant Engineer Edwin L. Thorp. The ship has performed badly during the voyage—boilers leaking and engines continually out of order. The draft of 441 men taken out on board this ship to the West Gulf Squadron was the most disorderly set I have ever had under my command. Only by the strictest discipline and vigilance were we able to keep them from open mutiny. I trust, under the circum-



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stances, and being from an infected port, my having come direct will meet with the approbation of the honorable Secretary of the Navy.

Very respectfully, your obedient servant,

EDWARD CONROY,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, of departure from Philadelphia on supply trip.*

U. S. S. MASSACHUSETTS,
*Philadelphia Navy Yard, July 2, 1864.*

SIR: I have the honor to inform the Department of the departure this day of the U. S. S. *Massachusetts* for the South Atlantic Squadron.

Enclosed please find a list of passengers.

I am, very respectfully, etc.,

W. H. WEST,
*Acting Volunteer Lieutenant, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Instructions from Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, for movements in the Gulf of Mexico.*

U. S. FLAGSHIP HARTFORD,
*Off Mobile, July 4, 1864.*

SIR: Leave here as soon as you are ready and proceed to the coast of Texas.

On your way communicate with the *Conemaugh* off Petit Bois Pass; the *Vincennes*, at Ship Island; and the *Pampero*, at South West Pass, reporting from the latter place your arrival to Commodore Palmer by telegraph.

You will remain there until sunset of Tuesday, to receive Lieutenant-Commander Gillis and some men for the Texas squadron, and then leave for Calcasieu.

On your return north go to New Orleans, if not stopped on account of quarantine.

If you are, communicate with Commodore Palmer by telegraph and await his orders.

From the Mississippi River come here direct.

Very respectfully,

D. G. FARRAGUT,
*Rear-Admiral, Comdg. West Gulf Blkdg. Squadron.*

Acting Volunteer Lieutenant J. W. SMITH.
*Commanding U. S. S. Bermuda.*

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*Order of Captain Green, U. S. Navy, to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, regarding movements of that vessel.*

U. S. SHIP JOHN ADAMS,
*Off Morris Island, S. C., July 5, 1864.*

SIR: Cross the bar when you can do so with safety, supply the vessels outside, and then proceed off Stono Bar and report to Rear-Admiral Dahlgren.

Very respectfully, your obedient servant,

J. F. GREEN,
*Captain and Senior Officer off Charleston.*

Acting Volunteer Lieutenant W. H. WEST,
*Commanding U. S. S. Massachusetts.*

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*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, regarding departure from New York for the West Gulf Squadron.*

U. S. S. ADMIRAL,
*New York Harbor, July 5, 1864.*

SIR: In obedience to the Department's order of the 30th ultimo, the *Admiral* left the navy yard on the 2d instant.

As we were leaving the paymaster of this vessel received a draft from the Treasury of $300,000 for the West Gulf Squadron. By an order from Rear-Admiral Paulding I came to anchor off Ellis Island to await its arrival; this morning the money was received, and I immediately proceeded to sea.

I have the honor to enclose herewith a list of officers attached to this vessel; also list of officers, passengers going out in her, and of 225 supernumeraries and 15 mechanics.

I also have to report to the Department the desertion of Acting Master's Mate Brenton B. Cook, which was duly reported to Rear-Admiral Paulding.

I have the honor to be, very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Master Churchill, U. S. Navy, commanding U. S. S. Circassian, regarding supply trip to West Gulf Squadron and return to Hampton Roads.*

U. S. S. CIRCASSIAN,
*Hampton Roads, Va., July 8, 1864.*

SIR: I have the honor to report the *Circassian's* arrival at this place, on her way to Boston from a voyage to the West Gulf Squadron.

The *Circassian*, on her outward trip, touched at Port Royal May 29, Key West June 1, arrived at Pensacola June 5, and off Mobile

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June 6. At the last-named place orders were received to return to Pensacola for coal, as we would not be permitted to go to New Orleans without being subjected to quarantine, having touched at Key West.

Having returned to Pensacola and obtained sufficient coal, I again reported to Admiral Farragut off Mobile on the 10th, and in obedience to his orders proceeded thence direct to Calcasieu Pass, Texas [La.], Galveston, San Luis Pass, and Velasco, arriving at Pass Cavallo (the terminus of the blockade) on the 14th ultimo.

On the homeward trip the *Circassian* communicated with the vessels at the before-mentioned places and at New Orleans and Ship Island.

While attempting to cross the bar at South West Pass, Mississippi River, on the morning of the 21st of June, this vessel ran aground and remained there twenty-four hours; she was in charge of a pilot, but he could not take her in the channel, as that was occupied by a large ship which lay directly across it. With the assistance of a tug-boat we finally succeeded in forcing the *Circassian* over the bar; she received no injury.

I was directed by Admiral Farragut to receive at Key West sufficient coal to carry the ship to Boston, as the supply at Pensacola was not abundant. When about leaving Pensacola for Key West I received orders from Commodore Smith to coal ship at Pensacola. He having received intelligence that the yellow fever had become very prevalent at Key West, deemed it unadvisable to coal at that place, having so many invalids and supernumeraries on board. I regret to report that at the time of the *Circassian's* departure from Pensacola on the 29th ultimo there were several cases of yellow fever in the hospital at that place. I am informed that the fever originated in a draft of men brought by the U. S. S. *Union* from the North via Key West, where she stopped to coal. The generel health of the officers and crews in the fleet is good.

The fresh provisions and ice placed on board at Boston proved good in quality but deficient in quantity; they were issued to the blockading vessels in the usual proportion, except ice, which could not be given out in the usual quantities without exposing the beef remaining in the ice house.

The running time of the *Circassian* has been better than on any previous trip except the outward passage from Boston to Port Royal, for the explanation of which I respectfully refer the Department to the enclosed report of Acting Chief Engineer Hartwell.

The *Circassian* brings north 64 invalids, 35 supernumeraries, 37 passengers, and 3 prisoners, lists of which are enclosed, together with the other abstracts required by the Department.

Very respectfully, your obedient servant,

H. CHURCHILL,
*Acting Master, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Captain Gansevoort, U. S. Navy, regarding the sending of persons to Boston on the U. S. S. Circassian.*

FLAGSHIP NORTH ATLANTIC BLOCKADING SQUADRON,
*Norfolk Navy Yard, July 8, 1864.*

SIR: The supply steamer *Circassian*, of the West Gulf Blockading Squadron, is directed to return immediately to Hampton Roads to land her mail, which should have been done the first thing on her arrival there this morning. If, under the instructions you have received, you have any persons ready and whom it is necessary to send to Boston, send them by the *Circassian*, with a full descriptive list and a certified copy of the instructions under which they are sent, to be delivered with this communication to the commandant of the Boston Navy Yard.

It is not intended to detain the *Circassian* to take persons north who can as well be sent by the *New Berne*, which vessel will be here in a few days; and those to be sent by her should be ready on her arrival.

Respectfully, yours,

S. P. LEE,
*Actg. Rear-Admiral, Comdg. North Atlantic Blkdg. Squadron.*

Captain GUERT GANSEVOORT,
*Commanding U. S. S. Roanoke.*

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*Report of Acting Volunteer Lieutenant Tarr, U. S. Navy, commanding U. S. S. Queen, of arrival in Hampton Roads.*

U. S. S. QUEEN,
*Fortress Monroe, Va., July 9, 1864.*

SIR: I have the honor to report the arrival of the above-named vessel, under my command, with ordnance stores for this Department.

I am, very respectfully, your obedient servant,

ROBERT TARR,
*Acting Volunteer Lieutenant, U. S. Navy, Commanding.*

SENIOR NAVAL OFFICER,
*Fortress Monroe, Va.*

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*Report of Acting Master Churchill, U. S. Navy, commanding U. S. S. Circassian, of arrival at Boston.*

U. S. S. CIRCASSIAN,
*Navy Yard, Boston, July 11, 1864.*

SIR: I have the honor to report the *Circassian's* arrival at this place from the Gulf, via Port Royal and Hampton Roads. From the last-named place a detailed report of the voyage, together with other papers required by the Department, were forwarded.

Very respectfully, your obedient servant,

H. CHURCHILL,
*Acting Master, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Master Gray, U. S. Navy, late commanding U. S. ship Courier, requesting an investigation of the loss of that vessel, June 14, 1864.*

NAVY YARD, NEW YORK, *July 11, 1864.*

SIR: I have the honor to report my arrival here from the wreck of the U. S. ship *Courier*.

I left all business connected with the sale of the stores, materials, etc., saved from the *Courier* in the hands of Messrs. T. Darling & Co., Nassau, who will forward account of sales and proceeds of same per next steamer.

I respectfully request that an investigation may be held as to the cause and circumstances of the loss of the *Courier*.

Very respectfully, your obedient servant.

S. C. GRAY,
*Acting Master, late Commanding Courier.*

Hon. GIDEON WELLES,
*Secretary of Navy.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, of arrival at Philadelphia from South Atlantic Squadron.*

U. S. SUPPLY STEAMER MASSACHUSETTS,
*Philadelphia Navy Yard, July 16, 1864.*

SIR: I have the honor to report to the Department the arrival this day of the U. S. S. *Massachusetts* from the South Atlantic Squadron via Hampton Roads.

On the night of the 13th ultimo, north of Cape Lookout, picked up 2 bales of cotton.

I am, very respectfully,

W. H. WEST,
*Acting Volunteer Lieutenant, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Report of Rear-Admiral Dahlgren, U. S. Navy, of the arrival at Port Royal, S. C., of the U. S. S. Queen.*

No. 333.] FLAG-STEAMER PHILADELPHIA,
*Port Royal Harbor, S. C., July 17, 1864.*

SIR: I beg leave to announce to the Department that the U. S. S. *Queen*, Acting Volunteer Lieutenant Commanding Robert Tarr, laden with ordnance stores, arrived on this station on Saturday, July 16, and is now discharging at Bay Point.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
*Rear-Admiral, Comdg. South Atlantic Blockading Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Report of Commander Collins, U. S. Navy, commanding U. S. S. Wachusett, regarding arrival of U. S. storeship Relief at Rio de Janeiro.*

U. S. S. WACHUSETT,
*Rio de Janeiro, July 19, 1864.*

SIR: I have the honor to report the arrival of the U. S. storeship *Relief* at this place on the 7th instant, with Acting Master E. S. Turner in charge, utterly incapacitated from performing any duty in consequence of an attack of paralysis.

I have therefore appointed Acting Master J. H. Stimpson, of this vessel, to the command in his stead, and I enclose herewith a copy of the letter of appointment.

I have detached Acting Ensign R. B. Moores from the *Relief*, to be ordered to the *Onward* on her arrival here in exchange for one of the acting masters of that vessel, whom I will order to this ship as navigating master.

Should Acting Master Turner, now in the hospital here, sufficiently recover to perform the voyage, I will have him sent to the United States at an early opportunity.

The *Relief* will sail on the 21st instant.

I am, sir, very respectfully, your obedient servant,

N. COLLINS,
*Commander.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, to proceed on supply trip.*

NAVY DEPARTMENT, *July 20, 1864.*

SIR: Proceed on Saturday with the U. S. S. *Massachusetts* on another trip to the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Acting Volunteer Lieutenant WM. H. WEST,
*Commanding U. S. S. Massachusetts, Philadelphia.*

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[Telegram.]

FLAGSHIP MALVERN,
*Hampton Roads, July 22, 1864—3 p. m.*

Have dispatched *Connecticut* directly to Boston, agreeably to telegraphic order of 21st. After sending telegram of this date received Bureau's letter stating that men would be sent by *New Berne.*

S. P. LEE,
*Acting Rear-Admiral.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Report of Acting Master Stimpson, U. S. Navy, on assuming command of U. S. ship Relief.*

U. S. STORESHIP RELIEF,
*Rio de Janeiro, July 22, 1864.*

SIR: Enclosed is a copy of my orders to the command of this vessel; also a copy of the original instructions sent to Acting Master E. S. Turner, together with my acceptance to this command.

I am, very respectfully, your obedient servant,

J. H. STIMPSON,
*Acting Master, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Order of Acting Rear-Admiral Bailey, U. S. Navy, to Acting Master Van Sice, U. S. Navy, regarding supplying coal to vessels of the East Gulf Squadron.*

U. S. FLAGSHIP DALE,
*Key West, July 23, 1864.*

SIR: You will at 3 p. m. this day take in tow the brig *Kodiak* and the schooner *Argus Eye*. You will, when off Tampa Bay, cast off the *Kodiak*, leaving her to make the best of her way into that port (with such dispatches as you may have in charge for that station). You will proceed at once with the *Argus Eye* in tow to St. Marks, and coal the vessel at that station, assisting with your own men, if necessary, to give dispatch. When the vessel at that station is coaled you will proceed to East Pass and deliver from the *Argus Eye* what coal the vessel at that station requires. You will therefore proceed to West Pass and discharge the remainder of the cargo of the coal schooners as the commanding officer of the vessel at that station may direct. The schooner being discharged, you will again take her in tow and proceed to Tampa Bay, casting her off when off that port and leaving her to make her way alone to Key West. You will proceed with the *Sunflower* under your command and report to the senior naval officer at Tampa Bay. Should there be lumber at West Pass ready for shipment, the officer in charge of the blockade at that port is ordered to send it down by the *Argus Eye*, and you will render such assistance in shipping it (as also in coaling the various vessels) as you may be able. You will, on your return to Tampa Bay, report to me in writing, giving me the dates of your arrival at the several ports above indicated and the length of time you are detained, and the quantity of coal discharged at each. The commanding officers at the different stations have been ordered to give all possible dispatch in the matter.

Respectfully,

T. BAILEY,
*Actg: Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.*

Acting Master E. VAN SICE, U. S. Navy,
*Commanding U. S. S. Sunflower.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Harris, U. S. Navy, commanding U. S. S. New Berne.*

FLAGSHIP MALVERN,
*Hampton Roads, Va., July 24, 1864.*

SIR: The Bureau of Equipment and Recruiting directs that you return immediately to New York, with the *New Berne* under your command, to obtain another draft of men for this squadron.

Respectfully, yours,

S. P. LEE,
*Actg. Rear-Admiral, Comdg. North Atlantic Blkdg. Squadron.*

Acting Volunteer Lieutenant T. A. HARRIS,
*U. S. S. New Berne.*

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[Telegram.]

NAVY DEPARTMENT, *July 25, 1864.*

* * * * * * *

The *Connecticut*, being required for service, is not to have her crew or officers reduced. Four hundred men go to you by the *Kensington.* * * *

GIDEON WELLES,
*Secretary of the Navy.*

Acting Rear-Admiral S. P. LEE,
*Comdg. North Atlantic Blkdg. Squadron, Hampton Roads.*

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*Order of the Secretary of the Navy to Commander Almy, U. S. Navy, commanding U. S. S. Connecticut, to proceed with draft of men to the East and West Gulf Squadrons.*

NAVY DEPARTMENT, *July 25, 1864.*

SIR: A draft of men for the East and West Gulf Blockading Squadrons are to be sent out in the *Connecticut* from Boston. As soon as the men are on board you will proceed first off Mobile and deliver those intended for the West Gulf Squadron, and then return and deliver those for the East Gulf Squadron. It is important to avoid Key West if possible, on account of the yellow fever, and if you can land them at any other place on the station which will be satisfactory to Acting Rear-Admiral Bailey you may do so. Use every precaution against contracting fever, and return to Boston with *Connecticut* as early as practicable.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Commander JNO. J. ALMY,
*Commanding U. S. S. Connecticut, Boston.*

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*Order of Acting Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant French, U. S. Navy, commanding U. S. S. Wilderness, to furnish provisions to light-houses in James River.*

FLAGSHIP MALVERN,
*Hampton Roads, Va., July 26, 1864.*

SIR: You will stop at each of the three light-houses lit in James River on your return trip from City Point; communicate with the people in them, ascertain their wants, and supply them with fresh provisions.

Respectfully, yours,

S. P. LEE,
*Actg. Rear-Admiral, Comdg. North Atlantic Blkdg. Squadron.*

Acting Volunteer Lieutenant J. S. FRENCH,
*Wilderness.*

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*Report of Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, regarding supply trip to West Gulf Squadron, and transmitting reports.*

U. S. S. BERMUDA,
*Navy Yard, Philadelphia, July 27, 1864.*

SIR: I have the honor to report the arrival of the U. S. supply steamer *Bermuda* at this port. Enclosed please find the following reports:

No. 1 is a correct list of vessels supplied, outward bound, when and where supplied.

No. 2 is a list of vessels boarded and spoken outward.

No. 3 is a list of vessels supplied and communicated with homeward.

No. 4 is a correct list of officers returning home; from what vessel and where ordered to report.

No. 5 is a similar list in regard to seamen, marines, and prisoners.

No. 6 is a list of vessels boarded and spoken homeward.

No. 7 is a letter in reference to regulations for sutlers' stores.

The *Bermuda* sailed from Philadelphia June 21, at 3 p. m., and has communicated with all vessels of the West Gulf Squadron, both going and returning. On my arrival off Mobile I received orders from Rear-Admiral Farragut to proceed to Pensacola and discharge ordnance stores. Touching again off Mobile, I received orders to proceed to Ship Island, thence to the coast of Texas. On my return I stopped at New Orleans, communicated with the commanding officer, and received sick and discharged seamen for the North.

Touching off Mobile, I received orders from Rear-Admiral Farragut to land two rebel prisoners (William Breeze and Robert Smith) at Fort Jefferson, Tortugas.

On my arrival at Port Royal I was not allowed to pass the guard ship, on account of having stopped at Pensacola. On signalizing to the senior officer, I received orders to proceed north. I would here beg leave to state that for several voyages I have not received either mails or passengers from Port Royal.

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Arriving at Hampton Roads, I communicated with the senior officer, leaving all mails and dispatches from the various vessels of the West Gulf Squadron.

I have the honor to be, sir, very respectfully, your obedient servant,

J. W. SMITH,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to the commandant of the Boston Navy Yard, to send U. S. brig Sea Foam on supply trip to the East Gulf Squadron.*

NAVY DEPARTMENT, *July 29, 1864.*

SIR: As soon as the U. S. brig *Sea Foam* is ready for sea direct her commanding officer to proceed with her to Tampa Bay, the present headquarters of the East Gulf Blockading Squadron, and report to Acting Rear-Admiral Bailey, who will give orders respecting the distribution of the cargo of the *Sea Foam*. When the cargo shall have been discharged or distributed, the *Sea Foam* will return to Boston.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Rear-Admiral S. H. STRINGHAM,
*Commandant Navy Yard, Boston.*

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*Report of Commander Almy, U. S. Navy, of the intended departure of the U. S. S. Connecticut from Boston, carrying drafts of men for the squadrons.*

U. S. S. CONNECTICUT,
*Boston, July 29, 1864.*

SIR: I hereby acknowledge the receipt of orders from the Department dated July 25, to proceed to Port Royal, Mobile, and Key West, with this steamer under my command, and convey and deliver drafts of men for the South Atlantic, East, and West Gulf Blockading Squadrons, which I shall proceed to execute accordingly and then return to Boston.

If nothing unforeseen occurs, the *Connecticut* will sail from here to-morrow, Saturday, the 30th.

I am, sir, very respectfully, your obedient servant,

JOHN J. ALMY,
*Commander.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Churchill, U. S. Navy, commanding U. S. S. Circassian, for supply trip to West Gulf Squadron.*

NAVY DEPARTMENT, *August 1, 1864.*

SIR: On the 3d instant proceed with the U. S. S. *Circassian* on another trip to the West Gulf Blockading Squadron.

The headquarters of the East Gulf Blockading Squadron have been removed to Tampa Bay, where you will communicate with Acting Rear-Admiral Bailey. You can stop off Key West, not within 3 miles of the place, and send in by pilot boat any passengers and mails you may have for that point. Do not, however, send in your boats or receive anything from the shore.

Communicate with all the stations of the West Gulf Blockading Squadron going and returning, as usual.

You will not touch at Port Royal either on your outward or homeward passage. Return to the port of Boston.

Use every precaution and safeguard against contracting fever on board your vessel, and give particular attention to its sanitary condition.

Very respectfully,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant H. CHURCHILL,
*Commanding U. S. S. Circassian, Boston, Mass.*

---

*Report of Commander Almy, U. S. Navy, commanding U. S. S. Connecticut, of condition of that vessel on arrival at Port Royal, S. C., en route to South Atlantic and Gulf Squadrons.*

U. S. S. CONNECTICUT,
*Port Royal, S. C., August 4, 1864.*

SIR: I have the honor to report the arrival of the *Connecticut* at this port to-day, in five days from Boston, thus far on her route to deliver drafts of men to the South Atlantic Blockading Squadron and East and West Gulf Blockading Squadrons.

The sea was smooth and weather pleasant; no rain, which has been fortunate for the 650 men who have had to sleep and live entirely upon the spar deck; leaving 200 of them here will make more room.

I shall leave to-morrow for the squadron off Mobile.

I would beg leave most respectfully to state and suggest to the Department that if the exigencies of the service are such that all the repairs required by the *Connecticut* can not be taken in hand and attended to, that authority be given for some of them to be effected upon her arrival at Boston, which I estimate will be in about twenty days from this time.

The docking, for instance, which is of prime necessity, I should hope might be done, and her bottom attended to, which, perhaps, would take but a few days. At present there are not many vessels at Boston calculated to produce delay. When there lately the dock was empty and had been for several days.

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She leaks in several places and requires calking. Some of the officers' staterooms leak so badly that they can't sleep in them. This could be done while she is in dock.

I am, sir, very respectfully, your obedient servant,

JOHN J. ALMY,
*Commander.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, of arrival at Philadelphia from South Atlantic Squadron.*

U. S. S. MASSACHUSETTS,
*Philadelphia Navy Yard, August 4, 1864.*

SIR: I have the honor to inform the Department of the arrival this day of the U. S. S. *Massachusetts* from the South Atlantic Squadron direct, by order of Rear-Admiral J. A. Dahlgren.

Enclosed please find lists of passengers (No. 1), invalids (2), prisoners (3), and vessels supplied (4).

I am, very respectfully, etc.,

W. H. WEST,
*Acting Volunteer Lieutenant, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, of arrival at Hampton Roads from the West Gulf Squadron.*

U. S. S. ADMIRAL,
*Hampton Roads, Va., August 5, 1864.*

SIR: I have the honor to report the arrival of this steamer from another voyage to the West Gulf Squadron, on her way to the port of New York.

The *Admiral* left New York on the 5th of July, touched off Key West on the 11th, and communicated with all the blockaders of the West Gulf Squadron between that place and Pass Cavallo, Tex., the terminus of the outward voyage. On the return voyage she communicated at New Orleans and all the places above mentioned, arriving at Port Royal on the 2d instant and Charleston on the 3d.

The *Admiral* brings north as passengers Major-General Daniel E. Sickles and staff, and the Hon. Michael Hahn, governor of Louisiana.

The health of the officers and crews of vessels off Mobile and all the other stations was excellent.

Much regret was expressed by the officers of the blockading vessels because of the failure of the sutler to furnish flour, hams, and other mess stores, the fleet along the coast of Texas being entirely destitute of most of those articles. The sutler informs me that the room allowed him is not sufficient to hold mess stores enough to meet the demands of the different vessels, and I would respectfully suggest that, if consistent with the views of the Department, he may be allowed more room.

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In consideration of the extreme warm weather and the many times the ice house of this vessel has to be opened, admitting the air, the ice melts so rapidly that I find it impossible to furnish the fleet the usual quantity to preserve their allowance of fresh beef, I would therefore respectfully request that the ice house be extended two or three beams further forward, which will then contain enough to prevent similar occurrences.

After leaving Pensacola, and about 20 miles to the southeast, passed the U. S. S. *Eutaw*, having in tow the ironclad monitor *Tecumseh*.

I regret to state the death of two supernumeraries on board this vessel, George W. Bacon (landsman) on the outward and William Jefferson (seaman) on the homeward passage.

I enclose herewith the usual abstracts required by the Department, also list of freight and ordnance stores delivered at Pensacola. The mails and dispatches from the squadron were forwarded from this place.

I have the honor to be, very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Rear-Admiral Dahlgren, U. S. Navy, of arrival at Port Royal, S. C., of U. S. S. Connecticut, with drafts of men for South Atlantic and Gulf Squadrons.*

No. 381.] FLAGSHIP PHILADELPHIA,
*Port Royal Harbor, August 6, 1864.*

SIR: I beg leave to inform the Department that the U. S. S. *Connecticut*, Commander J. J. Almy commanding, arrived at this anchorage on the 5th instant with a draft of 200 men for this squadron and 450 for the Gulf Squadrons, and will leave as soon as the necessary transfer here has been effected.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
*Rear-Admiral, Comdg. South Atlantic Blkdg. Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

---

*Order of Captain Green, U. S. Navy, to commanding officer of U. S. schooner C. P. Williams.*

U. S. SHIP JOHN ADAMS,
*Off Morris Island, August 6, 1864.*

SIR: You are authorized to go to Georgetown, [S. C.], about the time the *Massachusetts* is due, to obtain a supply of fresh provisions, until further orders.

Very respectfully, your obedient servant,

J. F. GREEN,
*Captain and Senior Officer off Charleston.*

COMMANDING OFFICER OF U. S. SCHOONER C. P. WILLIAMS.

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*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, of arrival at New York from West Gulf Squadron.*

U. S. S. ADMIRAL,
*Navy Yard, New York, August 7, 1864.*

SIR: I have the honor to report the arrival here of this vessel from the Gulf, via Port Royal, Charleston, and Hampton Roads. From the latter place the usual abstracts required by the Department were forwarded.

I have the honor to be, very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

*Order of Rear-Admiral Farragut, U. S. Navy, appointing a board to appraise the value of stores on prize steamer Selma.*

FLAGSHIP HARTFORD,
*Mobile Bay, August 8, 1864.*

GENTLEMEN: You will make a careful inventory of the stores in the master's, boatswain's, and sailmaker's departments of the prize steamer *Selma*, and appraise the value of the same.

Very respectfully,

D. G. FARRAGUT,
*Rear-Admiral, Commanding West Gulf Blkdg. Squadron.*

Lieutenant-Commander C. H. WELLS.
Lieutenant C. S. COTTON.
Carpenter H. L. DIXON.
Boatswain WM. GREEN.

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts, to proceed on supply trip.*

NAVY DEPARTMENT, *August 9, 1864.*

SIR: On Saturday next, the 13th instant, proceed with the U. S. S. *Massachusetts* on another trip to the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Acting Volunteer Lieutenant W. H. WEST,
*Commanding U. S. S. Massachusetts, Philadelphia.*

---

*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, to proceed to West Gulf Squadron.*

NAVY DEPARTMENT, *August 9, 1864.*

SIR: On the 11th instant proceed with the U. S. supply steamer *Bermuda* on another trip to the Western Gulf Blockading Squadron.

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The headquarters of the Eastern Gulf Squadron have been removed to Tampa Bay, where you will communicate with Acting Rear-Admiral Bailey and deliver any mails or passengers you may have for his squadron. Do not go near Key West.

Communicate with all the stations of the Western Gulf Blockading Squadron going out and returning, as usual. You will not touch at Port Royal either on your outward or homeward passage. Send your mails from Hampton Roads, as usual, and enter Philadelphia on your return.

Use every precaution and safeguard against contracting fever on board your vessel and give particular attention to its sanitary condition.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Acting Volunteer Lieutenant J. W. SMITH,
*Commanding U. S. S. Bermuda, Philadelphia.*

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*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, regarding the cruise of that vessel from Pensacola to New York.*

U. S. S. ADMIRAL,
*Navy Yard, New York, August 10, 1864.*

SIR: I would respectfully acknowledge the receipt of your communication of the 6th instant.

In answer thereto I would respectfully state that I left Pensacola, Fla., on the 28th ultimo at 10:30 a. m. and passed the U. S. S. *Eutaw*, having in tow the ironclad monitor *Tecumseh* at 1:30 p. m. of the same day, about 20 miles southeast of Fort Pickens. Enclosed please find a list of vessels spoken on the passage home. I supplied no vessels on the homeward passage, and did not bring home any blockade runners.

I have the honor to be, very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

*Order of Captain Green, U. S. Navy, to the commanding officer of the U. S. S. Massachusetts.*

U. S. SHIP JOHN ADAMS,
*Off Morris Island, August 17, 1864.*

SIR: On leaving this anchorage you will be pleased to take in tow the U. S. steam tug *Dandelion* and tow her to Port Royal for repairs.

Very respectfully, your obedient servant,

J. F. GREEN,
*Captain and Senior Officer off Charleston.*

Acting Volunteer Lieutenant W. H. WEST,
*Comdg. U. S. S. Massachusetts, off Morris Island, S. C.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, to proceed on supply trip to West Gulf Squadron.*

NAVY DEPARTMENT, *August 17, 1864.*

SIR: On the 20th instant proceed with the U. S. supply steamer *Admiral* on another trip to the Western Gulf Blockading Squadron.

The headquarters of the Eastern Gulf Squadron have been removed to Tampa Bay, where you will communicate with Captain Theodore P. Greene, temporarily commanding the squadron, or the senior officer present, and deliver any passengers or mails for that point. Do not go near Key West.

Communicate with all the stations of the Western Gulf Blockading Squadron, going out and returning, as usual. You will not touch at Port Royal either on your outward or homeward passage. On your homeward passage, touch at Hampton Roads and forward your mails to the Department via Baltimore.

Use every precaution against contracting yellow fever on board the *Admiral*, and give particular attention to the sanitary condition of the vessel.

Enter New York on your return.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Acting Volunteer Lieutenant W. B. EATON,
*Commanding U. S. S. Admiral, New York.*

---

*Letter from Colonel Wardrop, U. S. Army, to Commander Macomb, U. S. Navy, regarding coal.*

HEADQUARTERS SUBDISTRICT OF ALBEMARLE,
*Roanoke Island, N. C., August 17, 1864.*

SIR: The schooner *Maggie Van Duser*, freighted with coal for you, arrived here this evening; would send to you, but have no boat.

I am, sir, very respectfully, your obedient servant,

D. W. WARDROP,
*Colonel, Commanding.*

Commander W. H. MACOMB,
*Comdg. U. S. Squadron in Sounds, U. S. S. Shamrock.*

---

*Report of Paymaster Upham, U. S. Navy, regarding tar shipped from Beaufort, N. C., in Army transport Weybossett.*

U. S. S. MINNESOTA, *August 18, 1864.*

SIR: In February last, at the earnest request of Assistant Quartermaster Bowen, U. S. Army, I shipped for ballast in Army transport *Weybossett*, at Beaufort, N. C., to be taken free of charge, and to be delivered at the navy yard, Broklyn, 168 barrels of tar.

Nothing was heard from same until I recently ascertained it had been sold in New York by order of the Quartermaster-General.



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Accompanying, I forward the Department a copy of a statement in relation to same from F. J. Crung, assistant quartermaster at New York. It seems from the statement that the tar was landed at Alexandria, Va., and subsequently sent by some other transport to New York and there sold. The proceeds, after deducting 50 cents barrel for freight (which was wrong) was turned over to H. A. Risley, of the Treasury Department, I think, as funds supposed to have accrued from the proceeds of abandoned property; said disposition was improper. The tar was purchased and paid for by me and by me shipped as agent of the Navy Department. They should be turned over to the proper bureau in said Department having charge of naval stores.

Very respectfully, your obedient servant,

CHAS. C. UPHAM,
*Paymaster.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

---

*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, to proceed as convoy to vessel carrying Confederate officers to Charleston.*

NAVY DEPARTMENT, *August 19, 1864.*

SIR: The War Department is to send some 400 rebel officers to Charleston, and desires convoy for the vessel which is to take them down. The vessel will reach the breakwater at the mouth of the Delaware on Sunday next between 12 and 3 o'clock in the day, and you will touch with the *Admiral* at that point on your way south and afford convoy as far as Charleston, or to such point in the vicinity as a commanding officer of the vessel may think convoy may be dispensed with with safety.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant WM. B. EATON,
*Commanding U. S. S. Admiral, New York.*

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*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, of departure from New York in obedience to orders.*

U. S. S. ADMIRAL,
*New York Harbor, August 20, 1864.*

SIR: In obedience to the Department's order of the 17th instant the *Admiral* left the navy yard on the 20th instant.

I have the honor to enclose a list of officers attached to this vessel, a list of officers going out in her to the Western Gulf Blockading Squadron, a list of sutler's stores, and of 245 supernumeraries, viz: Fifteen seamen, 15 ordinary seamen, 176 landsmen, 12 firemen, 9 coal heavers, and 18 boys.

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I respectfully report that Acting Master Henry Oakley left this ship without permission and had not returned up to the time of sailing.

I am, sir, very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Order of Rear-Admiral Lee, U. S. Navy, to Acting Volunteer Lieutenant Churchill, U. S. Navy, commanding U. S. S. Circassian, regarding movements in the Gulf.*

FLAGSHIP HARTFORD,
*Mobile Bay, August 20, 1864.*

SIR: Proceed this afternoon to Ship Island, New Orleans, and coast of Texas. After having delivered the stores for these places return, touching at the same ones.

Should it be sickly at New Orleans, word to that effect will be sent to the quarantine. As you will bring back from Texas all of the men whose times of service expired in July, give the information on your way down, that there may be no detention for accounts.

Give the *Kanawha* an extra supply of ice and vegetables.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
*Rear-Admiral.*

Acting Volunteer Lieutenant CHURCHILL,
*U. S. S. Circassian, Mobile Bar.*

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*Report of Rear-Admiral Farragut, U. S. Navy, of arrival at Mobile of the U. S. S. Queen.*

FLAGSHIP WESTERN GULF BLOCKADING SQUADRON,
*Mobile Bay, August 21, 1864.*

SIR: I have the honor to report to the Department the arrival to-day off Mobile Bar of the steamer *Queen* with ordnance stores.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
*Rear-Admiral, Comdg. West Gulf Blkdg. Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, regarding movements in the Gulf.*

FLAGSHIP HARTFORD,
*Off Mobile, August 22, 1864.*

SIR: On leaving here proceed to Pensacola, supply the vessels there, and land whatever portion of preserved meats or other pay-

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master's stores it may be thought necessary by Commodore Smith to return there.

Transfer the draft of men you have brought out to the U. S. S. *Potomac.*

Take in what coal you may require and, when these orders are executed, return off Pelican Pass and communicate with me.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
*Rear-Admiral.*

Acting Volunteer Lieutenant J. W. SMITH,
*U. S. S. Bermuda.*

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*Report of Commander Almy, U. S. Navy, commanding U. S. S. Connecticut, of arrival at Hampton Roads from supply trip to West Gulf Squadron.*

U. S. S. CONNECTICUT,
*Hampton Roads, Va., August 23, 1864.*

SIR: I hereby report the arrival here of this steamer under my command from the Gulf. Getting short of coal, not having sufficient to reach Boston, I have been obliged to stop in here to replenish, after completing which I shall proceed to Boston, in compliance with orders from the Department dated July 25.

The boilers and machinery of the *Connecticut* are now in such a condition that it is difficult to make a correct estimate as to the quantity of coal required to run long distances. With smooth water, I find that she will make steadily about 8 knots an hour through the 24, burning 25 tons of coal in that time, and falling off gradually all the time. Returning, when under steam and sails, she has occasionally made 9½ knots.

In obedience to the Department's order I delivered the three drafts of men for the three different squadrons, viz, 200 for the South Atlantic Squadron, 225 for the West Gulf Squadron, and 225 for the East Gulf Squadron.

On the passage out I stopped off Key West and by the pilot boat communicated with the senior naval officer there (Captain T. P. Greene) as to the points to deliver the men for that squadron, which was duly arranged and agreed upon.

I then continued on to the West Gulf Squadron, which I found had got inside and anchored in Mobile Bay. Saw and communicated with the admiral and delivered the 225 men for that squadron.

Admiral Farragut expressed himself as having sufficient men, and spoke of sending some of those which I took to the receiving ship at Pensacola.

I then proceeded and delivered the 225 men for the East Gulf Squadron to vessels at five different points, viz, St. Andrew's, St. Joseph's, St. George's, Cedar Keys, and Tampa Bay, as directed by Captain T. P. Greene, senior officer of the squadron.

One vessel at Tampa Bay, bark *Roebuck*, has the yellow fever, but good health prevails on board of all the other vessels. The yellow fever has very much abated at Key West, and very few deaths occur there now.

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I am gratified to state that there have been no signs of yellow fever or sickness on board of the *Connecticut*, and all are well in the general sense.

I brought 85 men from the different vessels of the East Gulf Squadron whose terms of service had expired. None were taken from those vessels which had had the yellow fever this year. Most of these brought north are three-year men who are entitled to and anxious for their discharge.

Seven officers from the different vessels of the East Gulf Squadron came [as] passengers in the *Connecticut*, a list of whom is herewith transmitted.

I am, sir, very respectfully, your obedient servant,

JOHN J. ALMY,
*Commander and Senior Officer Present.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, regarding movements in the Gulf.*

FLAGSHIP HARTFORD,
*Mobile, August 25, 1864.*

SIR: Proceed to New Orleans via Ship Island, land what stores you have for the former place, take in whatever sick and discharged men there may be waiting transportation, and then return to this place and report to me for further orders.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
*Rear-Admiral.*

Acting Volunteer Lieutenant J. W. SMITH,
*U. S. S. Bermuda, Mobile Bay.*

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*Letter from Commander Almy, U. S. Navy, to Rear-Admiral Lee, U. S. Navy, regarding duties performed by the U. S. S. Connecticut under his command.*

U. S. S. CONNECTICUT,
*Hampton Roads, Va., August 25, 1864.*

MY DEAR ADMIRAL: I don't know whether or not the Navy Department has at any time informed you what duty was assigned to the *Connecticut* when, at our last meeting, she was ordered from Hampton Roads to Boston.

Upon reaching Boston I found orders to take on board of the *Connecticut* 650 men—200 to be delivered at Port Royal to the South Atlantic Squadron, 225 to be delivered to the squadron off Mobile, and 225 to the East Gulf Squadron, and then return to Boston.

I left there on the 30th day of July, delivered all those men according to instructions, spent an interesting day on the 13th with Admiral

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Farragut's squadron, just one week after they had entered Mobile Bay, and was on my return to Boston in accordance with instructions when I found myself getting short of coal; had to put in here to replenish, which I am now doing, and then shall proceed on to Boston unless other orders reach me before I get off from here.

The *Florida* being about at that time cutting up capers, it was considered necessary to get these 650 men to their destination without their being captured, and that they should be conveyed in a vessel having an armament able to cope with her.

Being at old headquarters here, I felt an inclination to make a communication to you, either official, semiofficial, or private, whichever you may consider this. Indeed, I felt that it was but an act of courtesy to write you.

I hope and trust that they will take the repairs of the *Connecticut* in hand without further delay. She is falling off very fast. Nine and a half knots is the most that can be got out of her now under steam alone. It will be shameful to let her run longer.

If her repairs had been taken in hand as I suggested and recommended on the 25th of July she would have been all ready in October for the swift blockade runners and privateers.

By the time she reaches Boston she will have run about 5,000 miles since leaving here the 22d of July. This has added much to the wear and tear, and it will now take three months to put her in prime running order. And that is the condition in which she should be to enable her to do anything against the enemy's privateers or blockade runners.

Please to remember me kindly to the several clever gentlemen of your staff, Captain Barnes, Doctor Fox, Messrs. Garvin and Heiskell, and hoping that this will find you and them quite well, I remain,

Respectfully and truly, yours,

JOHN J. ALMY.

Rear-Admiral S. P. LEE,
*Commanding North Atlantic Blockading Squadron.*

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[Telegram.]

BROOKLYN, *August 25, 1864.*

Telegram received. *Dumbarton* ready and ordered to report to Admiral Lee. *Florida* is here for new boilers, which are not ready. We are coaling and preparing her for sea under your order of 23d instant. Shall we continue to do so or keep her until new boilers are ready? *Nereus* is also being coaled and fitted for temporary service under your order of 23d. Shall we discontinue fitting her and have the repairs thoroughly made? Both vessels will be ready for temporary service to-morrow evening, 26th instant, unless otherwise ordered. *Iosco* is at the compass station ready for sea.

A. LUDLOW CASE,
*For Commandant.*

Hon. GIDEON WELLES,
*Secretary of Navy.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Massachusetts of arrival of that vessel at Philadelphia, Pa.*

U. S. SUPPLY STEAMER MASSACHUSETTS,
*Philadelphia Navy Yard, August 26, 1864.*

SIR: I have the honor to inform the Department of the arrival this day of the U. S. S. *Massachusetts* from the South Atlantic Squadron.

Enclosed you will please find list of passengers (1), invalids (2), vessels supplied (3), boarded and spoken (4).

I am, very respectfully, etc.,

W. H. WEST,
*Acting Volunteer Lieutenant, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

[Enclosure.]

*List of vessels boarded and spoken by the U. S. supply steamer Massachusetts, twenty-fourth trip.*

*August 16.*—Off Frying Pan Shoals, spoke U. S. S. *Alabama*, cruising.

*August 24.*—Off Frying Pan Shoals, spoke U. S. S. *Quaker City*, cruising. South of Cape Lookout, assisted the U. S. steamers *Gettysburg* and *Keystone State* in the capture of the English steamer *Lilian*, from Wilmington, N. C., loaded with cotton.

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant West, U. S. S. Navy, commanding U. S. S. Donegal, to proceed on supply trip.*

NAVY DEPARTMENT, *August 29, 1864.*

SIR: On the 3d of next month proceed with the U. S. S. *Donegal* on a supply trip to the South Atlantic Blockading Squadron. You will observe the general instructions addressed to you while in command of the *Massachusetts*, exercising the rights pertaining to cruisers of the United States in time of war. On your return to Philadelphia furnish the Department with a full report of the *Donegal's* performance.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Acting Volunteer Lieutenant WM. H. WEST,
*Commanding U. S. S. Donegal, Philadelphia.*

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*Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding change of name of the U. S. S. Admiral.*

NAVY DEPARTMENT, *September 1, 1864.*

SIR:

* * * * * * *

The name of the supply steamer *Admiral* is changed to *Fort Morgan.*

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Rear-Admiral FARRAGUT,
*Comdg. West Gulf Blkdg. Squadron, Mobile Bar.*

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*Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Tarr, U. S. Navy, commanding U. S. S. Queen, for delivery of ordnance at Pensacola.*

FLAGSHIP HARTFORD,
*Mobile Bay, September 1, 1864.*

SIR: Proceed to Pensacola and on arrival report to Captain Alden, who will have the ordnance that you have on board transferred to the U. S. S. *Kuhn*, or should there not be room in that vessel to receive it to such place as Commodore Smith may designate.

This being done, in obedience to your order from the Bureau of Ordnance, go to Fortress Monroe and report from there to the Bureau.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
*Rear-Admiral.*

Acting Volunteer Lieutenant ROBERT TARR,
*U. S. S. Queen, Mobile Bay.*

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*Report of Acting Rear-Admiral Lardner, U. S. Navy, commanding West India Squadron, requesting the return of U. S. storeship National Guard.*

FLAGSHIP POWHATAN,
*Cape Haytien, September 1, 1864.*

SIR: I have the honor to enclose with this a requisition for some articles of provisions for the squadron which could not be obtained at Key West when the storeship *National Guard* was sent there May last; also a requisition for funds.

This storeship has also a considerable quantity of coal on board, which was counted upon when the last moderate requisition was made out.

It would be very desirable to have this ship, with her supplies, as soon as she can be returned to her station.

Very respectfully, your obedient servant,

J. L. LARDNER,
*Acting Rear-Admiral, Comdg. West India Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Admiral, regarding movements in the Gulf.*

FLAGSHIP HARTFORD,
*Mobile, September 3, 1864.*

SIR: Proceed off Calcasieu Bay and so on down the coast of Texas as usual, taking care to supply the vessels there most liberally with ice and provisions, of which they are in great want. On your return stop at New Orleans, unless you should hear that the yellow fever is in the city, in which case remain at the quarantine until you can communicate with Commodore Palmer. Then go to Pensacola, touching on the way off Ship Island and Fort Morgan.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
*Rear-Admiral.*

Acting Volunteer Lieutenant W. B. EATON,
*U. S. S. Admiral, Mobile Bay.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Donegal, of departure for South Atlantic Squadron.*

U. S. SUPPLY STEAMER DONEGAL,
*Philadelphia Navy Yard, September 3, 1864.*

SIR: I have the honor to inform the Department of the departure this day of the U. S. S. *Donegal* for the South Atlantic Squadron with the following passengers: Lieutenant C. W. Tracy, on return from court-martial; Chief Engineer B. E. Chassaing, to relieve Chief Engineer J. S. Albert; Acting Master William Tallman, jr., to *Catskill;* Acting Master Gifford, on return from leave; Assistant Surgeon W. J. Simon, [to] join *Sangamon;* Acting Assistant Surgeon J. R. Richardson, to *Dai Ching;* Acting Ensign A. K. Noyes, to duty in South Atlantic Blockading Squadron; Acting Ensign J. B. Starr, to join *Lodona;* Paymaster's Clerks J. D. McVey and C. W. White, to South Atlantic Blockading Squadron; Acting Assistant Surgeon J. A. Petrie, to join *Norwich;* 5 carpenters and 7 machinists to shops at Port Royal; Mr. R. H. Frost, [by] order Commodore Stribling; Mr. J. V. Beck, by order Navy Department; Acting Ensign J. C. Staples, *Stettin,* on return from leave; a draft of men for the South Atlantic Blockading Squadron, consisting of 150 landsmen, 30 firemen, and 20 coal heavers.

I am, very respectfully, etc.,

W. H. WEST,
*Acting Volunteer Lieutenant, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant Harris, U. S. Navy, commanding U. S. S. New Berne, of arrival at New York from North Atlantic Squadron.*

U. S. SUPPLY STEAMER NEW BERNE,
*Navy Yard, New York, September 4, 1864.*

SIR: I have the honor to report the arrival of this vessel from the North Atlantic Blockading Squadron with 252 barrels rosin, 140 barrels spirits turpentine, received at Beaufort, N. C., having sailed from this port August 20.

Please find accompanying list of officers brought north, list of enlisted men, list of vessels communicated with and supplied, list of officers attached to this vessel.

I am, sir, very respectfully, your obedient servant,

T. A. HARRIS,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Letter from Acting Rear-Admiral Lee, U. S. Navy, to Captain Sands, U. S. Navy, regarding division of prize money in case of captures by supply vessel.*

FLAGSHIP MALVERN,
*Off New Inlet, September 5, 1864.*

SIR: The transport steamer *New Berne*, supply vessel of the two blockading divisions off Wilmington, is attached to both, in order, as requested by Captain Glisson, that the divisional officer's share of prize money, in case of any capture by her, may be divided equally between you.

Very respectfully, yours,

S. P. LEE,
*Actg. Rear-Admiral, Comdg. North Atlantic Blkdg. Squadron.*

Captain B. F. SANDS,
*Comdg. 3d Div. North Atlantic Blkdg. Squadron.*

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*Report of Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, of arrival at Philadelphia from West Gulf Squadron.*

U. S. S. BERMUDA,
*Navy Yard, Philadelphia, September 8, 1864.*

SIR: I have the honor to report the arrival of the U. S. supply steamer *Bermuda* at this port.

* * * * * * *

The *Bermuda* sailed from Philadelphia August 11, at 4 p. m., and from the Capes on the 12th, at 1 p. m., and has communicated with all vessels of the West Gulf Squadron (as far as New Orleans) both going and returning.

Arriving at Tampa Bay, I communicated with the senior officer and left draft of men for East Gulf Squadron, from thence I pro-

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ceeded to Mobile Bay; arriving at which place, I communicated with Rear-Admiral Farragut, receiving orders to supply all the fleet at that place and proceed to Pensacola. Arriving at Pensacola, I left draft of men for West Gulf Squadron and paymaster's stores. Touching again at Mobile, I received orders from Rear-Admiral Farragut not to go farther south than New Orleans, being but twenty-four hours behind the *Circassian* and my provisions at this time almost exhausted.

Arriving at New Orleans, I communicated with the senior officer, delivering paymaster's stores and receiving sick and discharged seamen for the North.

Touching again at Mobile Bay on my return, I received orders to proceed to Pensacola for sick and discharged seamen, from thence to proceed north.

Arriving at Hampton Roads, I communicated with the senior officers, leaving all mails and dispatches from the various vessels of the West Gulf Squadron.

I have the honor to be, sir, very respectfully, your obedient servant,

J. W. SMITH,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, to proceed on supply trip.*

NAVY DEPARTMENT, *September 12, 1864.*

SIR: Proceed on the 18th instant with the U. S. supply steamer *Union* on another trip to the East Gulf Blockading Squadron, observing the general instructions heretofore given you. Do not touch anywhere this side of the limits of that squadron on your outward passage. On your homeward passage touch as usual at Hampton Roads and forward your mails to the Department.

Use every precaution against contracting the yellow fever on board the *Union*.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Actg. Vol. Lieut. EDWARD CONROY, U. S. Navy,
*Comdg. U. S. S. Union, New York.*

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*Report of Rear-Admiral Dahlgren, U. S. Navy, urging dispatch in return of the U. S. ship Supply to his command.*

No. 460.] FLAG-STEAMER HARVEST MOON,
*Off Morris Island, September 13, 1864.*

SIR: I trust the Department may be able to send me the U. S. ship *Supply* at an early day.

The inconvenience arising from her absence from the squadron is seriously felt, as the duty of distributing stores and supplies now

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falls upon the tugs, which are thereby subjected to no little damage, apart from their being withdrawn from other service during the time of necessary repair.

I hope that the *Supply* may be sent out with the stores heretofore required from the different bureaus, many of which are much needed in the squadron.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
*Rear-Admiral, Comdg. South Atlantic Blkdg. Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Report of Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, of arrival at Philadelphia from off Charleston, S. C.*

U. S. S. BERMUDA,
*Navy Yard, Philadelphia, September 17, 1864.*

SIR: I have the honor to report the arrival of the U. S. supply steamer *Bermuda* at this port. Enclosed please find a correct list of men carried out by this vessel for Charleston, S. C.

The *Bermuda* sailed from the navy yard, Philadelphia, on Sunday, September 11, at 6 a. m., and arrived off Charleston Bar on the 14th instant, at 5:30 a. m. Signalizing to the flagship *Philadelphia*, I received orders from Admiral Dahlgren to transfer draft of men to the U. S. frigate *Wabash* and, after doing so, to proceed to Philadelphia. Sailed again on the 14th instant at 2 p. m. I also brought north Michael Tobin, landsman, from U. S. frigate *Wabash*, whose term of service had expired.

Arrived at the navy yard, Philadelphia, on Saturday, September 17, at noon.

I have the honor to be, sir, very respectfully, your obedient servant,

J. W. SMITH,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

*Order of the Secretary of the Navy to Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Donegal, to proceed on supply trip.*

NAVY DEPARTMENT, *September 19, 1864.*

SIR: On Saturday next, the 24th instant, proceed with the U. S. S. *Donegal* on another trip to the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Acting Volunteer Lieutenant W. H. WEST,
*Commanding U. S. S. Donegal, Philadelphia.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Donegal, acknowledging order to proceed to South Atlantic Squadron.*

U. S. SUPPLY STEAMER DONEGAL,
*Philadelphia Navy Yard, September 20, 1864.*

SIR: I have the honor to acknowledge the receipt of the Department's letter of the 19th, ordering me to proceed on Saturday next, 24th ultimo, on another trip to the South Atlantic Squadron.

I am, very respectfully, etc.,

W. H. WEST,
*Acting Volunteer Lieutenant, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Report of Acting Volunteer Lieutenant Churchill, U. S. Navy, commanding U. S. S. Circassian, of arrival at Hampton Roads, Va., en route to Boston from Gulf Squadron.*

U. S. S. CIRCASSIAN,
*Hampton Roads, Va., September 22, 1864.*

SIR: I have the honor to report the *Circassian's* arrival at this place on the way to Boston from another voyage to the Gulf, during which she proceeded to the Rio Grande, communicating, both going and returning, with the vessels at all the stations of the West Gulf Squadron.

I communicated at Key West, by means of a tugboat, with Captain T. P. Greene, in command of the East Gulf Squadron, on the outward and homeward passage, and, by his direction, left the officers taken out in the *Circassian* for his squadron at Tampa Bay.

The *Circassian* brings north 20 invalids, 159 men whose terms of enlistment have expired, and 9 officers, passengers, lists of which are enclosed, together with other abstracts required by the Department.

Very respectfully, your obedient servant,

H. CHURCHILL,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to the commandant of the navy yard, Boston, Mass., regarding special trip of the U. S. S. Circassian to Charleston, S. C., with prisoners.*

NAVY DEPARTMENT, *September 24, 1864.*

SIR: The *Circassian*, as soon as she is ready for the special trip to Charleston, will proceed to sea and stop off Fort Warren for the purpose of receiving on board the prisoners concerning whom Major Cabot has instructions, and then continue her voyage. Telegraph or advise Major Cabot by the earliest opportunity when the *Circassian* will sail.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Rear-Admiral S. H. STRINGHAM,
*Commandant Navy Yard, Boston.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Churchill, U. S. Navy, commanding U. S. S. Circassian, to proceed to Charleston, S. C., with prisoners.*

NAVY DEPARTMENT, *September 24, 1864.*

SIR: The *Circassian* has been detailed to convey to Charleston certain prisoners now at Fort Warren for exchange. When she is ready for sea you will leave the navy yard and stop off Fort Warren and receive the prisoners, some 40 officers and 140 men or more, and then make the best of your way to Charleston, reporting off Morris Island to Rear-Admiral Dahlgren and delivering to him the accompanying dispatch.

Rear-Admiral Stringham will furnish an additional guard of marines for the *Circassian*. It is presumed that prisoners on their way to be exchanged will make no effort to capture the vessel bearing them; but still, caution is to be exercised and all proper and customary measures (not harsh ones unless actually necessary) are to be adopted for the safety of your vessel. Vigilance, where you have ample force at hand, is, in fact, all that is usually required.

After Rear-Admiral Dahlgren says he has no further occasion for the *Circassian* you will return with all dispatch to Boston.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Acting Volunteer Lieutenant H. CHURCHILL,
*Commanding U. S. S. Circassian, Boston.*

P. S.—You will not touch off Morris Island as above directed, but proceed to Port Royal direct, and forward Rear-Admiral Dahlgren's dispatch to him. Major Cabot has been requested to put the prisoners under parole not to attempt to escape or to revolt while on the trip or until delivered to the commissioner of exchange of the so-called Southern Confederacy.

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[Telegram.]

NAVY DEPARTMENT, *September 24, 1864.*

It is presumed that there will be about 40 officers and 140 men (prisoners of war) to be sent out in the *Circassian*. Can she accommodate them, and can you furnish a guard of 50 marines to go with them?

GIDEON WELLES,
*Secretary of Navy.*

Rear-Admiral S. H. STRINGHAM,
*Commandant Navy Yard, Boston.*

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*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Fort Morgan (late Admiral), of arrival at Hampton Roads on return from West Gulf Squadron.*

U. S. S. FORT MORGAN (FORMERLY ADMIRAL),
*Hampton Roads, Va., September 25, 1864.*

SIR: I respectfully report that this vessel has stopped at this port on her return from another trip to the West Gulf Blockading Squadron for the purpose of forwarding mails and dispatches.

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In obedience to the Department's order of the 17th ultimo, the *Fort Morgan* left New York on the 20th ultimo and, in compliance with the order of the 19th instant, proceeded to the Delaware Breakwater to convoy an army transport loaded with rebel officers south.

I arrived at the Delaware Breakwater at 1:20 p. m. of the 21st ultimo, and at 4:45 p. m. (same date) proceeded to sea with the steamer *Crescent* under convoy. During the time I was in company with the *Crescent* I was delayed by the running ashore, which was duly reported to the Department in my letter of the 25th ultimo (No. 32).

I arrived off Port Royal Bar at 10:30 p. m. of the 24th ultimo and anchored, with the steamer *Crescent* under my guns, until 7 a. m. the 25th ultimo, when I parted company with her (as the commanding officer required my services no longer) and proceeded on my voyage south.

Arrived at Tampa Bay at 7 a. m. the 30th ultimo and Pensacola at 5:40 p. m. of the 31st ultimo, and after coaling proceeded to Mobile Bay, where I arrived at meridian of the 3d instant, and after supplying the fleet proceeded to Galveston, the terminus of the outward voyage (stopping at all intermediate stations), arriving there at 8 a. m. of the 7th instant. At 11:30 a. m. of the 8th instant got underway and proceeded on our homeward voyage.

At 7 p. m. of the 10th instant arrived at New Orleans, supplied the vessels stationed there, and received a cargo of paymaster's stores for Pensacola. I was detained at New Orleans four days, in consequence of some of the tubes in the back connection of the boiler leaking very badly. They commenced to leak abreast of South West Pass on our outward voyage, and on my return to New Orleans it was necessary to have them calked before proceeding north.

Arrived at Mobile Bay at 7 a. m. of the 16th instant, and was officially informed by Admiral Farragut that this vessel's name had been changed from *Admiral* to *Fort Morgan*. Arrived at Pensacola at 7 a. m. of the 17th instant, coaled ship, and received on board the sick from the hospital. At 5:10 a. m. of the 19th instant proceeded to sea.

At 5:30 p. m., 21st instant, passed Key West and exchanged signals with U. S. S. *Iuka*, lying at anchor off Fort Taylor.

It gives me pleasure to inform the Department that the health of the squadron is excellent, and there were no cases of yellow fever at Pensacola up to the time of sailing.

I delivered ample supplies of fresh beef and vegetables and ice to all the fleet both on the outward and homeward trip. The ice house of this ship (since being enlarged at New York) is capable of holding a sufficient quantity to meet all demands.

I beg to call the attention of the Department to the fact that this ship leaks so badly that I am compelled to keep an auxiliary engine, in addition to the usual bilge pump, connected with the main engine continually working to keep her free. I attribute this to the defective calking she received on the stocks.

On her homeward voyages she is so light that the constant shaking caused by steaming has started the oakum in her seams. I respectfully request, if consistent with the views of the Department, that she may be docked and her bottom calked on her arrival at New York.

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I regret to report the death of J. H. Reynolds (second-class fireman of the *Metacomet*) at sea on the 20th instant.

I enclose the usual abstract required by the Department.

The mails and dispatches from the squadron are forwarded from this place.

I am, sir, very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant Churchill, U. S. Navy, commanding U. S. S. Circassian, of arrival at Boston from West Gulf Squadron.*

U. S. S. CIRCASSIAN,
*Navy Yard, Boston, September 26, 1864.*

SIR: I have the honor to report the *Circassian's* arrival at this place from the Gulf, via Hampton Roads, from which place the mails, etc., were forwarded.

Very respectfully, your obedient servant,

H. CHURCHILL,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Fort Morgan, of arrival at New York from Fortress Monroe, Va.*

U. S. S. FORT MORGAN,
*Navy Yard, New York, September 27, 1864.*

SIR: I have the honor to report the arrival of this vessel at this port from Fortress Monroe.

The official dispatches, mails, and abstracts of the voyage were forwarded from Hampton Roads by the doctor, as the quarantine regulations were so strict that I was not permitted to land or communicate with senior officer. I took a receipt for the dispatches, etc., from the doctor.

I respectfully report that Thomas King, a deserter from the *Monongahela*, was found stowed away in the hold of this vessel at sea. While coaling ship at Pensacola, the *Monongahela* was lying alongside the same wharf repairing, and he must have stolen on board and stowed himself away during the night that we laid there.

I have reported the case to Admiral Paulding.

I am, sir, very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, to proceed to West Gulf Squadron.*

NAVY DEPARTMENT, *September 27, 1864.*

SIR: To-morrow, the 28th instant, proceed with the U. S. S. *Bermuda* on another trip to the West Gulf Squadron.

The *Bermuda* will not touch on the outward passage at any point on the Atlantic coast. On arriving off Key West, you will communicate by signal with Captain T. P. Greene, or the senior commanding officer present, and receive his instructions as to disposing of any mails or passengers you may have for the East Gulf Squadron. Do not go into Key West or allow communication with your vessel by persons, or receive articles from shore, unless the yellow fever shall have entirely disappeared.

Adopt all proper measures to guard against that disease.

Visit all the stations of the West Gulf Blockading Squadron, going and returning, furnishing them with supplies, delivering and receiving mails, etc., as usual.

On your homeward passage touch at Hampton Roads and forward your mails and then proceed to Philadelphia.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Acting Volunteer Lieutenant J. W. SMITH,
*Commanding U. S. S. Bermuda, Philadelphia.*

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*Report of Commander Almy, U. S. Navy, commanding U. S. S. Connecticut, of arrival at Hampton Roads, Va., from Pensacola, Fla.*

U. S. S. CONNECTICUT,
*Hampton Roads, September 30 (Evening), 1864.*

SIR: I have the honor to report my arrival here this evening from Pensacola, in compliance with orders from Admiral Farragut, a copy of which I herewith transmit annexed.

I received orders from Admiral Stringham to deliver three drafts of men to the three different squadrons, South Atlantic, East and West Gulf Squadrons, and then return to Boston. Those men have been delivered.

Admiral Farragut, as will be seen by his orders, directs me to proceed to Fortress Monroe and forward his dispatches, which I have done, but he does not tell me what to do or where to go afterwards.

I await further orders from the Department, either by mail or telegraph, where to go.

I deem it my duty here to repeat what I have before reported, that the boilers of the *Connecticut* are not in a reliable condition and are liable to give out at any time. At Boston, when the draft of men was about ready to be put on board from the receiving ship, while getting up steam, with only 5 pounds, one of the boilers gave way, had to be blown out and patched, which caused a detention of twenty-four hours.



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On the passage out, when four days from Boston, again sprung a leak in one of the boilers, and at Port Royal had to blow out, cool off, and repair.

At Pensacola had to blow out the boilers again, to put them in passable order for the return trip north.

The packing of the cylinder is in such a condition that there is an average loss of 10 per cent of steam. New packing is very much required.

We have been favored with good weather, a smooth sea, fair wind, and the Gulf Stream, all of which combined has enabled the *Connecticut* to make a tolerably good passage to this place.

I am, sir, very respectfully, your obedient servant,

JOHN J. ALMY,
*Commander.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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[Telegram.]

NAVY DEPARTMENT, *September 30, 1864.*

The *Circassian* has been ordered to Hampton Roads with the prisoners for exchange. Will not Army movements interfere with the exchanges If not, so inform the Department. The exchanges are to be conducted by you independently of our commissioner or agent. Answer by telegraph. Inform Mr. Ould that the *Circassian* will be in Hampton Roads in three days.

GIDEON WELLES,
*Secretary of the Navy.*

Capt. MELANCTON SMITH,
*Commanding James River Division, City Point, Va.*

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[Telegram.]

NAVY DEPARTMENT, *October 5, 1864.*

Instructions from the President to Lieutenant-General Grant go by to-day's mail, relative to the exchange of the prisoners on board the *Circassian.*

Turn the whole matter over to him and send the *Circassian* back to Boston early as practicable.

GIDEON WELLES,
*Secretary of the Navy.*

Captain M. SMITH,
*Senior Naval Officer, City Point, Va.*

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*Report of Acting Volunteer Lieutenant Harris, U. S. Navy, commanding U. S. S. New Berne, of arrival at New York from North Atlantic Squadron.*

U. S. SUPPLY STEAMER NEW BERNE,
*Navy Yard, New York, October 6, 1864.*

SIR: I have the honor to report the arrival of this vessel from the North Atlantic Blockading Squadron, with U. S. S. *Fahkee* in tow,

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sixty-four hours direct from Beaufort, N. C., having sailed from this port September 22.

Thirty-five bales cotton from wreck of blockade runner *Lynx* received from U. S. S. *Niphon* and *Governor Buckingham*.

* * * * * * *

I am, sir, very respectfully, your obedient servant,

T. A. HARRIS,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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[Telegram.]

NAVY DEPARTMENT, *October 8, 1864.*

Send the *Circassian* to New York instead of Boston. Answer.

GIDEON WELLES,
*Secretary of the Navy.*

SENIOR NAVAL OFFICER,
*Hampton Roads, Va.*

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*Report of Rear-Admiral Porter, U. S. Navy, requesting supplies for North Atlantic Squadron.*

No. 1.] NORTH ATLANTIC SQUADRON,
*Hampton Roads, October 10, 1864.*

SIR: A large amount of engineer's, paymaster's, boatswain's, and sailmaker's stores are required here for immediate use, everything having been burned up on the *Brandywine*.

I would like very much to have the deficiencies made up without delay, so that requisitions can be filled.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
*Rear-Admiral.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, for movements in the Gulf of Mexico.*

FLAGSHIP HARTFORD,
*Mobile Bay, October 11, 1864.*

SIR: After supplying the vessels here with provisions you will proceed off Calcasieu and communicate with all of those engaged in the blockade of the coast of Texas as far down as Matagorda Bay, delivering provisions and receiving the sick men and those whom I have directed to be sent north in consequence of the expiration of their term of service.

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On your return stop at Ship Island in addition to the places you will have communicated with on your way down, and then report to me here for further orders.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
*Rear-Admiral.*

Acting Volunteer Lieutenant J. W. SMITH,
*U. S. S. Bermuda, Mobile Bay.*

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*Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, for delivery of men to ships off the coast of Texas.*

FLAGSHIP HARTFORD,
*Mobile Bay, Ala., October 11, 1864.*

SIR: You will deliver to the ships off the coast of Texas as you go down such firemen and coal heavers as their commanding officers may on requisition ask for.

You will also inform the commanding officers that I desire all the men whose times expire by the 31st of October to be sent north in your vessel, and to prepare their accounts accordingly.

As there is not time to write orders to each commanding officer, you will show this order to them.

Very respectfully,

D. G. FARRAGUT,
*Rear-Admiral.*

Acting Volunteer Lieutenant J. W. SMITH,
*Commanding U. S. S. Bermuda, Mobile Bay, Ala.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Fort Morgan, to proceed to West Gulf Squadron.*

NAVY DEPARTMENT, *October 13, 1864.*

SIR: On the 15th instant proceed with the U. S. S. *Fort Morgan* on another trip to the West Gulf Blockading Squadron, touching nowhere on the outward passage this side of Key West. If the yellow fever shall have entirely disappeared from Key West, you can enter the harbor to land mails and passengers, but if there is any danger to be apprehended communicate outside as usual.

On your return voyage touch off Key West and at Hampton Roads and enter the port of New York.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant WM. B. EATON,
*Commanding U. S. S. Fort Morgan, New York.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Churchill, U. S. Navy, commanding U. S. S. Circassian, to proceed to West Gulf Squadron.*

NAVY DEPARTMENT, *October 13, 1864.*

SIR: On the 17th instant proceed with the U. S. S. *Circassian* on another trip to the West Gulf Blockading Squadron. On your outward passage touch at Port Royal and deliver the draft of seamen to be sent out in the *Circassian* to the South Atlantic Squadron. If the yellow fever shall have entirely disappeared from Key West, you can enter the harbor to land mails and passengers, but if there is any danger to be apprehended communicate outside as usual.

On your return passage touch off Key West and at Hampton Roads and enter the port of Boston.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant H. CHURCHILL,
*Commanding U. S. S. Circassian, New York.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, of arrival at Hampton Roads from West Gulf Squadron.*

U. S. SUPPLY STEAMER UNION,
*Hampton Roads, October 13, 1864.*

SIR: I have the honor of reporting the arrival of this ship, having complied with my orders received from the honorable Secretary of the Navy, dated September 12, 1864. The draft of men for the West Gulf Squadron were all delivered on board the U. S. frigate *Potomac* at Pensacola, all well. We have had no sickness on board, the yellow fever having entirely abated at Key West; there have not been any new cases since the 15th of September.

I respectfully forward dispatches, list of returned officers and men, and vessels supplied.

Very respectfully, your obedient servant,

EDW. CONROY,
*Acting Volunteer Lieutenant, Commanding U. S. S. Union.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant West, commanding U. S. S. Donegal, to proceed to South Atlantic Squadron.*

NAVY DEPARTMENT, *October 14, 1864.*

SIR: On the 15th instant proceed with the U. S. S. *Donegal* on another trip to the South Atlantic Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Acting Volunteer Lieutenant WM. H. WEST,
*Commanding U. S. S. Donegal, Philadelphia.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, of arrival at New York Navy Yard.*

U. S. S. UNION,
*Brooklyn Navy Yard, October 14, 1864.*

SIR: I have the honor of reporting the arrival of this ship at this station; left Hampton Roads on the 13th at 9 a. m., arrived here this afternoon at 2:30 p. m.

I most respectfully forward to the Department a list of officers attached to this vessel.

I am, sir, very respectfully, your obedient servant,

EDW. CONROY,
*Acting Volunteer Lieutenant, Commanding U. S. S. Union.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Fort Morgan, of departure from New York for West Gulf Squadron.*

U. S. S. FORT MORGAN,
*Navy Yard, New York, October 15, 1864.*

SIR: In obedience to the Department's order of the 13th instant, the *Fort Morgan* left New York on the 15th instant.

I have the honor to enclose a list of officers attached to this vessel, lists of officers and supernumeraries going out to join the West Gulf Blockading Squadron, also a list of sutler's stores.

I am, sir, very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Donegal, of departure from Philadelphia for South Atlantic Squadron.*

U. S. SUPPLY STEAMER DONEGAL,
*Philadelphia Navy Yard, October 15, 1864.*

SIR: I have the honor to report to the Department the departure this day of the U. S. S. *Donegal* for the South Atlantic Blockading Squadron with the following passengers: Commander E. Thompson, to report to Admiral Dahlgren for duty; Acting Lieutenant E. Brodhead, to command *Saratoga;* Acting Ensigns H. Stahl, *E. B. Hale,* on return from leave. Captain's Clerks N. Tyson and J. L. Rutter, Surgeon's Steward H. Webb, to join *Memphis;* Surgeon's Steward M. Kannengiessen, to join *Sweet Brier;* 14 mechanics, to carpenter shop, Port Royal; a draft of 203 men from New York for South Atlantic Squadron, comprising 188 landsmen and 15 boys.

I am, very respectfully, etc.,

W. H. WEST,
*Acting Volunteer Lieutenant, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Churchill, U. S. Navy, commanding U. S. S. Circassian, to watch for missing steamer Roanoke on supply trip to the Gulf.*

NAVY DEPARTMENT, *October 19, 1864.*

SIR: On your passage to the Gulf, bear in mind the missing steamer *Roanoke*, which left Havana on the 29th ultimo, and it is feared has been captured by desperadoes who took passage in her, and keep a good lookout for her. You are authorized to deviate from your usual track, if you think proper, with a view of looking into any suspicious locality, provided your voyage is not materially delayed thereby.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant H. CHURCHILL,
*Commanding U. S. S. Circassian, New York.*

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*Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Smith, commanding U. S. S. Bermuda, upon departure for the north.*

FLAGSHIP HARTFORD,
*Mobile Bay, October 23, 1864.*

SIR: When ready leave here for Pensacola, and from thence proceed north, in accordance with your general instructions, touching on the way off Key West, where you will put on shore Brigadier-General Newton and staff, who will join you here, but without going inside of the harbor.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
*Rear-Admiral.*

Acting Volunteer Lieutenant J. W. SMITH,
*U. S. S. Bermuda, Mobile Bay.*

---

*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, to proceed to East Gulf Blockading Squadron.*

NAVY DEPARTMENT, *October 24, 1864.*

SIR: On the 29th instant proceed with the U. S. S. *Union* on another trip to the East Gulf Blockading Squadron, touching on your return trip at Hampton Roads as usual.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant EDWARD CONROY,
*Commanding U. S. S. Union, New York.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Donegal, of arrival at Philadelphia from South Atlantic Squadron.*

U. S. SUPPLY STEAMER DONEGAL,
*Philadelphia Navy Yard, October 28, 1864.*

SIR: I have the honor to inform the Department of the arrival this day of the U. S. S. *Donegal* from the South Atlantic Squadron.

Enclosed you will be pleased to find lists of passengers (1), invalids (2), vessels supplied (3), boarded and spoken (4).

I am, very respectfully, etc.,

W. H. WEST,
*Acting Volunteer Lieutenant, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Fort Morgan, regarding supply duty in the West Gulf Squadron.*

FLAGSHIP HARTFORD,
*Mobile Bay, October 29, 1864.*

SIR: Proceed from here to Calcasieu and then to all of our stations on the coast of Texas, supply provisions to the vessels of the West Gulf Squadron that you fall in with at these places, and on your return take from them the men who are to be sent north for discharge.

Afterwards go up the Mississippi as far as the Quarantine, and, if the fever has sufficiently abated in New Orleans to make it safe, go up to the city, and after leaving it, come here via Ship Island.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
*Rear-Admiral.*

Acting Volunteer Lieutenant W. B. EATON,
*U. S. S. Fort Morgan, Mobile Bay.*

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*Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Fort Morgan, requiring special permission for reception of passengers.*

FLAGSHIP HARTFORD,
*Mobile Bay, Ala., October 29, 1864.*

SIR: Hereafter you will receive no person as a passenger on board your ship within the limits of the West Gulf Blockading Squadron without a written order from either myself, the fleet captain, or the senior officer present.

Very respectfully,

D. G. FARRAGUT,
*Rear-Admiral.*

Acting Volunteer Lieutenant W. B. EATON,
*Commanding U. S. S. Fort Morgan.*

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*Report of Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, of arrival at Hampton Roads from West Gulf Squadron.*

U. S. S. BERMUDA,
*Hampton Roads, October 31, 1864.*

SIR: I have the honor to report the arrival of the U. S. supply steamer *Bermuda* at this port. Enclosed please find the following reports.

* * * * * * *

The *Bermuda* sailed from navy yard, Philadelphia, September 28, at 2 p. m., and has supplied all vessels of the West Gulf Squadron, both going and returning. On my departure from Philadelphia I received orders from C. K. Stribling to run the ship at a slow rate of speed, on account of a crack in the crank shaft. On my arrival off Key West I communicated with the senior officer commanding, leaving mails, etc., for East Gulf Squadron.

Arrival at Mobile Bay I received orders from Rear-Admiral Farragut to proceed to the coast of Texas, supplying all vessels as far as Matagorda. On my arrival off Galveston I reported to the senior officer commanding, also reporting the unsafe condition of my shaft, which had become loose since leaving Mobile Bay. After supplying the fleet by his order, I transferred all my fresh provision remaining to the U. S. S. *Mobile*, for all vessels on the lower coast of Texas, I remaining, by order, for her return, she being absent five days. On her arrival, I again sailed, and on my arrival at Mobile Bay, reporting to Rear-Admiral Farragut, I received orders to take on board as passengers Brigadier-General J. Newton and staff, and land them at Key West. On my arrival off Key West, I communicated with Acting Rear-Admiral C. K. Stribling, receiving a message from him, saying that it was perfectly safe to enter the harbor, as all yellow fever had disappeared. Leaving the general and staff, I received 40 tons of coal and sailed for Hampton Roads. Arriving at this place, I communicated with the senior officer commanding, leaving all mails and dispatches from the West Gulf Squadron. I would beg leave to state that the new shaft for this vessel will be ready on my arrival in Philadelphia, and I think the ship will be ready for sea again in two weeks.

I have the honor to be, sir, very respectfully, your obedient servant,

J. W. SMITH,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, regarding the transportation of patients from Norfolk, Va., to naval hospital, New York.*

NAVY DEPARTMENT, *November 2, 1864.*

SIR: On the return of the U. S. S. *New Berne* from her present trip you will order her to proceed to Norfolk and report to Com-

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modore J. W. Livingston, to receive 75 patients from the hospital, to be transported to the naval hospital, New York, concerning whom instructions have been given.

Very respectfully,

GIDEON WELLES,
*Secretary of the Navy.*

Rear-Admiral D. D. PORTER,
*Comdg. North Atlantic Blkdg. Squadron, Hampton Roads.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Donegal, of departure from Philadelphia for South Atlantic Squadron.*

U. S. SUPPLY STEAMER DONEGAL,
*Philadelphia Navy Yard, November 5, 1864.*

SIR: I have the honor to inform the Department of the departure this day of the U. S. S. *Donegal* for the South Atlantic Squadron (by order of the commandant of the Philadelphia Navy Yard) with the following passengers: Assistant Paymaster W. H. Anderson and clerk, to join *Canandaigua;* Acting Assistant Paymaster C. H. Longstreet, returned from leave; Acting Ensigns G. W. Bourne and T. E. Harvey, on return from leave; Acting Master's Mates A. Burnham and T. L. Fisher, on return from leave; Pay Clerk W. McMurray, to join *Canandaigua;* William Foullarzder, surgeon's steward, to *E. B. Hale;* Mr. J. R. Mathews and George M. Hill, commissioners for the State of Pennsylvania, by order of the Navy Department; two men for lightship; Lieutenant W. Abbot, on return from leave.

I am, very respectfully, etc.,

W. H. WEST,
*Acting Volunteer Lieutenant, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Report of Rear-Admiral Porter, U. S. Navy, regarding delay in supplying vessels from the Norfolk Navy Yard.*

HAMPTON ROADS, *November 6, 1864.*

SIR: I enclose a report and some recommendations from Commander Glasson, who is in charge of stores belonging to this squadron at the Norfolk yard. I have been a witness myself to the difficulties he has labored under, vessels having been detained at times waiting for their stores, to the great detriment of the public service. This is the largest squadron the Navy has ever had afloat, and I would recommend that the clerical force asked for by Commander Glasson be granted.

But for the detention caused by reasons outside of naval matters the squadron would not have been able to proceed promptly on the duty required of it.

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I would earnestly recommend that the arrangements may be made as soon as possible.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER,
*Rear-Admiral.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

*Report of Acting Volunteer Lieutenant Churchill, U. S. Navy, commanding U. S. S. Circassian, of arrival at New York from Hampton Roads.*

U. S. S. CIRCASSIAN,
*Navy Yard, New York, November 10, 1864.*

SIR: I have the honor to report the *Circassian's* arrival at this place, in obedience to the orders of the Navy Department, received per telegraph at Hampton Roads.

Very respectfully, your obedient servant,

H. CHURCHILL,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Churchill, U. S. Navy, commanding U. S. S. Circassian, regarding supply duty.*

FLAGSHIP HARTFORD,
*Mobile Bay, November 10, 1864.*

SIR: Proceed to Ship Island and after supplying the *Vincennes* and any other vessels of our squadron that may be there with provisions, continue on to Calcasieu Bay, and so on down the coast of Texas, communicating with the blockading vessels, and giving them the usual supplies.

After leaving the coast on your return come directly here, when further orders will be given you.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
*Rear-Admiral.*

Acting Volunteer Lieutenant H. CHURCHILL,
*U. S. S. Circassian, Mobile Bay.*

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*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Fort Morgan, of the capture of schooner Lone, entering Velasco, Tex.*

U. S. S. FORT MORGAN,
*Off New Orleans, November 10, 1864.*

SIR: I respectfully report the capture of the schooner *Lone* by this vessel at 9:50 a. m. of the 6th instant in latitude 28° 55′ north,

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longitude 95° 05′ west, while attempting to enter the port of Velasco with an assorted cargo, viz, medicines, salt, iron, and other contraband of war.

Enclosed please find a list of officers and crew attached to this vessel at the time of capture.

I am, sir, very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Fort Morgan, of the capture of schooner John A. Hazard.*

U. S. S. FORT MORGAN,
*Off New Orleans, November 10, 1864.*

SIR: I respectfully report the capture of the schooner *John A. Hazard* by this vessel at 8 a. m. of the 5th instant in latitude 26° 34′ north, longitude 96° 15′ west, while attempting to run the blockade loaded with medicines, iron, and other contraband of war.

Enclosed I send you a list of officers and men attached to this vessel at the time of capture.

I am, sir, very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, to proceed to the West Gulf Squadron.*

NAVY DEPARTMENT, *November 10, 1864.*

SIR: On the 15th instant proceed with the U. S. S. *Bermuda* on another trip to the Western Gulf Blockading Squadron, observing the general instructions heretofore given to you.

Touch at Key West on the outward and homeward passage; also at Hampton Roads on the homeward passage, from which point you will forward your mails to the Department and proceed to Philadelphia.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant J. W. SMITH,
*Commanding U. S. S. Bermuda, Philadelphia.*

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*Report of Acting Master Holley, U. S. Navy, commanding U. S. S. New Berne, forwarding papers on arrival at Hampton Roads.*

U. S. S. NEW BERNE,
*Hampton Roads, Va., November 16, 1864.*

SIR: Enclosed please find lists of vessels supplied, officers, passengers, enlisted men, marines, and freight brought north by this vessel, trip No. 20.

Respectfully, etc., your obedient servant,

ROBERT Y. HOLLEY,
*Acting Master, Commanding.*

Rear-Admiral D. D. PORTER,
*Commanding North Atlantic Blockading Squadron.*

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*Report of Acting Master Holley, U. S. Navy, commanding U. S. S. New Berne, forwarding papers to the Department on arrival at New York.*

U. S. S. NEW BERNE,
*Navy Yard, New York, November 19, 1864.*

SIR: I have the honor to report the arrival of this ship at New York, this date, completing trip No. 20. Enclosed please find lists of officers and passengers, enlisted men, prisoners, vessels communicated with and supplied, officers of this vessel.

Very respectfully, etc., your obedient servant,

ROBT. Y. HOLLEY,
*Acting Master, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Donegal, on arrival at Philadelphia from South Atlantic Squadron.*

U. S. SUPPLY STEAMER DONEGAL,
*Philadelphia Navy Yard, November 20, 1864.*

SIR: I have the honor to inform the Department of the arrival this day of the U. S. S. *Donegal* from the South Atlantic Blockading Squadron.

Enclosed be pleased to find lists of passengers (1), vessels supplied (2), boarded and spoken (3).

I am, very respectfully,

W. H. WEST,
*Acting Volunteer Lieutenant, U. S. Navy.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, on arrival at Hampton Roads, Va.*

U. S. S. UNION,
*Hampton Roads, November 21, 1864.*

SIR: I have the honor to report the arrival of this vessel at this station after having complied with my orders from the honorable Secretary of the Navy, dated October 24, 1864.

I respectfully enclose lists of officers and men from the West and East Gulf Squadrons ordered to report for passage on this vessel, also list of vessels supplied.

Very respectfully, your obedient servant,

EDWD. CONROY,
*Acting Volunteer Lieutenant, Comdg. U. S. S. Union.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Rockwell, U. S. Navy, commanding U. S. S. Kensington, to proceed to Boston.*

HAMPTON ROADS, *November 22, 1864.*

SIR: When you have discharged your stores you will, by direction of the honorable Secretary of the Navy, proceed to Boston, Mass., and report to the commandant of the navy yard there.

Respectfully, yours,

DAVID D. PORTER,
*Rear-Admiral.*

Acting Master J. E. ROCKWELL,
*Commanding U. S. S. Kensington.*

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*Letter from Commander Corbin, U. S. Navy, commanding U. S. S. Augusta, to Captain Jones, commanding mail steamer North Star, regarding convoy.*

U. S. S. AUGUSTA,
*Off Great Inagua Island, November 22, 1864.*

DEAR SIR: My orders are imperative to convoy the *North Star* to New York. Unless I can see her, I can not execute them. Last night you ran away from me so far that I frequently lost sight of your lights. Henceforth you must graduate your speed to the best performance of this ship or abandon the convoy and accept the whole responsibility of parting company.

Very respectfully,

THOS. G. CORBIN,
*Commander, U. S. Navy, Commanding U. S. S. Augusta.*

Captain JONES,
*Mail Steamer North Star.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, of arrival at New York.*

U. S. S. UNION,
*Navy Yard, New York, November 23, 1864.*

SIR: I have the honor to report the arrival of this vessel at this station, having left Hampton Roads on the 21st, 4 p. m., arriving here this date, 9 a. m.

I respectfully forward to the Department a list of officers attached to this vessel.

I am, sir, very respectfully, your obedient servant,

EDWARD CONROY,
*Acting Volunteer Lieutenant, Comdg. U. S. S. Union.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Commander Cooper, U. S. Navy, commanding U. S. S. Glaucus, of departure from New York, convoying California steamer.*

U. S. S. GLAUCUS,
*At Sea, November 23, 1864.*

SIR: I respectfully report the sailing of this ship in obedience to your orders * of the 18th instant.

Respectfully, your obedient servant,

G. H. COOPER,
*Commanding U. S. S. Glaucus.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Detailed report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Fort Morgan, making reference to captures and bringing of Admiral Buchanan, C. S. Navy, and aids, captured at Mobile, Ala.*

U. S. S. FORT MORGAN,
*Hampton Roads, Va., November 28, 1864.*

SIR: I have the honor to report that in obedience to your order I have stopped at this port on my return from the West Gulf Blockading Squadron for the purpose of forwarding mails and dispatches.

In obedience to the order of the Department of the 13th ultimo, the *Fort Morgan* left New York on the 15th ultimo for the West Gulf Blockading Squadron and arrived at Key West on the morning of the 21st ultimo, and after discharging mails, passengers, and naval stores proceeded to Pensacola, where I arrived on the 25th ultimo. Supplied the vessels stationed there, and after coaling ship proceeded to Mobile Bay, arriving there on the 28th ultimo; supplied the vessels there, and on the 29th ultimo proceeded on to the coast

* See Official Records of the Union and Confederate Navies, vol. 3, p. 377.

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of Texas, supplying the vessels at the different stations along the coast as far as the Rio Grande, the terminus of the outward voyage, arriving there on the 4th instant.

At 4:50 p. m. of the 4th instant proceeded on our homeward voyage, stopping at all stations occupied by our blockading vessels to receive their mails, dispatches, invalids, and seamen to be taken north for discharge.

On the morning of the 5th instant this vessel captured off the coast of Texas the schooner *J. A. Hazard*, and on the 6th instant the schooner *Lone*, both attempting to run in the ports of Texas with assorted cargoes, both of which captures were reported to the Department in my letters of the 10th instant, Nos. 38 and 39.

On the return voyage of this vessel the tubes of the boiler, which had been leaking so badly during the outward trip, rendering it impossible to keep the ship up to anything like her former speed, upon reaching Calcasieu gave out so nearly that a greater speed than 3½ knots per hour could not be obtained, and upon our arrival at New Orleans a detention of four days ensued in order to effect necessary repairs.

The boiler was not properly repaired before leaving New York prior to this trip, and this I respectfully submit as the principal cause of the longer duration of this trip than any previous one. The report of the chief engineer of this vessel is enclosed for your consideration.

Received on board at New Orleans naval and paymaster's stores for vessels at Mobile Bay and paymaster in charge at Pensacola, invalids, and men to be taken north to be discharged, and left on the 13th instant, arriving at Ship Island on the 14th instant, and supplied the U. S. ship *Vincennes* with fresh provisions.

Left Ship Island same day and arrived at Mobile Bay on the morning of the 15th instant; received on board mails, dispatches, invalids, and men to be taken north to be discharged, and left on the 16th for Pensacola, where I arrived at 6:45 p. m., same date; received on board at this place also invalids and men to be taken north for discharge, and proceeded to sea early on the morning of the 18th instant for Key West, at which place I arrived at 8:35 p. m. of the 20th instant; coaled ship and proceeded on our homeward voyage.

It gives me pleasure to report that the health of the squadron is excellent, and there were no cases of yellow fever at any of the ports up to the time of sailing.

During the voyage the *Fort Morgan* has experienced very heavy weather, and was detained off the coast of Texas five days by gales, during which time it was impossible to supply vessels.

Between Key West and this port we have experienced strong northeast gales.

I have on board the rebel admiral, Franklin Buchanan, and his two aids, R. M. Carter and W. S. Forrest; also Acting Third Assistant Engineer Robert T. Ewing, of the U. S. S. *Kanawha*, and Thomas King, landsman, of the *Monongahela*, under sentence of court-martial.

I regret to report the death of J. Driscoll, received from the *Aroostook*, which occurred at sea on the 7th instant.

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Enclosed please find the usual abstracts required by the Department. The official dispatches and mails were forwarded from this place.

I am, sir, very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Letter from Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Fort Morgan, to the Assistant Secretary of the Navy, giving the armament of that vessel.*

Private.] U. S. S. FORT MORGAN,
*Off Fortress Monroe, November 28, 1864.*

MY DEAR SIR: I have just arrived from the Gulf, having left Key West on the morning of the 23d instant, and have encountered strong northeast gales on the passage to this place.

This trip has been of longer duration than any of my previous ones, this being the forty-fifth day since leaving New York, being an excess of between 12 and 14 days over my usual time.

This vessel was not thoroughly repaired before leaving New York, some 30 tubes being useless, and during the voyage others constantly giving out; it was impossible to reach a greater speed than at favorable times 9 knots, and on the coast of Texas, on our return, not more than 3½ knots.

In New Orleans the boiler was tinkered at, delaying us four days. I have forwarded to the Department the report of the chief engineer of this vessel, to which I ask your attention. The weather also contributed to our delay, as we were at anchor four days on the coast of Texas in two very heavy northers.

I wish to call your attention to the battery of this vessel, which, in view of a not improbable encounter with an armed vessel of the enemy, is, in my opinion, totally inadequate for the defense of this fine vessel. The present armament consists (as you are doubtless aware) of one 30-pounder Parrott, two 24-pounders and two 12-pounder Dahlgren howitzers. The Parrott is mounted on a Marsilly carriage, though I have, on more than one occasion at the Brooklyn [New York] Navy Yard, asked for a pivot carriage, as the deck has been fitted for it since the vessel went into commission. Now, I request (if in your judgment it may be advisable) that in lieu of the small brass pieces, which encumber the spar deck, already taken up much with houses, two 32's of 57 cwt., or 8-inch guns, may be substituted and carried on the berth deck, which is 7 feet high and very roomy, and has already been pierced with ports, and that a 60-pounder Parrott be placed on the forecastle in lieu of the one now there; with these three heavy and long-range runs the *Fort Morgan* would, in my opinion, be more efficient to meet any of the privateers constantly prowling on our coast.

I found a letter from my friend Rogers at Key West, in which he informs me of his promotion to acting volunteer lieutenant-com-



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mander. As I entered the service at the same time and have, I trust and believe, done my duty to the satisfaction of the Department, I deem it not improbable that I may be ordered to an examination at an early day.

In seamanship and the other requirements which constitute a good commanding officer I feel a confidence in impressing an examining board satisfactorily.

As you well know, the service I have been engaged in for the past two years has been such as to preclude such practice and association with gunnery and ordnance as would have rendered me more perfect in those branches; still, I think I can come up to the standard (even in those points) of the volunteer corps.

Hoping that this hurried note will meet your kind consideration,

Believe me, your old friend,

WM. B. EATON.

Hon. GUSTAVUS V. FOX.

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*Order of the Secretary of the Navy to Rear-Admiral Porter, U. S. Navy, giving instructions for the U. S. S. New Berne.*

NAVY DEPARTMENT, *November 28, 1864.*

SIR: On the return of the U. S. S. *New Berne* from her next trip, order her to proceed to Norfolk and report to Captain J. M. Berrien to receive 50 patients from the hospital, to be transported to the naval hospital, New York, concerning whom instructions have been given.

Very respectfully,

GIDEON WELLES,
*Secretary of the Navy.*

Rear-Admiral D. D. PORTER,
*Comdg. North Atlantic Blkdg. Squadron, Hampton Roads.*

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Donegal, of departure for the South Atlantic Squadron.*

U. S. SUPPLY STEAMER DONEGAL,
*Philadelphia Navy Yard, November 30, 1864.*

SIR: In obedience to an order from Commodore J. B. Hull, commandant of this yard, I this day take my departure with the U. S. S. *Donegal* on another trip to the South Atlantic Squadron with the following passengers: [17 officers and 143 men.]

I am, very respectfully, etc.,

W. H. WEST,
*Acting Volunteer Lieutenant, U. S. Navy, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Webb, U. S. Navy, commanding U. S. S. Fahkee, for the transportation of stores from New York.*

HAMPTON ROADS, *December 4, 1864.*

SIR: When the moon approaches the full you will proceed to New York for the purpose of receiving and transporting stores, etc., for this squadron.

Let the naval storekeeper know that you are sent to New York in compliance with his request of November 18, ultimo.

Respectfully,

DAVID D. PORTER,
*Rear-Admiral, Commanding North Atlantic Squadron.*

Acting Master FRANCIS R. WEBB,
*Commanding U. S. S. Fahkee.*

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*Order of Rear-Admiral Porter, U. S. Navy, to commanding officer U. S. S. Queen, to proceed to Port Royal, S. C., and return.*

HAMPTON ROADS, *December 4, 1864.*

SIR: Proceed to Port Royal, S. C., as soon as your vessel is loaded, discharge your cargo there, and then return to this place. Upon your arrival here, report by telegraph to the Bureau of Ordnance.

Respectfully, your obedient servant,

DAVID D. PORTER,
*Rear-Admiral.*

COMMANDING OFFICER U. S. S. QUEEN,
*Norfolk.*

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*Report of Acting Master McRitchie, U. S. Navy, commanding U. S. ship Supply, of arrival at Norfolk, Va.*

U. S. SHIP SUPPLY,
*Norfolk, Va., December 6, 1864.*

SIR: I respectfully inform the Department of the arrival of this ship at this port, and that I have, in obedience to orders, reported to the commandant of the station.

Very respectfully, your obedient servant,

D. G. MCRITCHIE,
*Acting Master, Commanding.*

Hon GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, to proceed on supply trip to the East Gulf Squadron.*

NAVY DEPARTMENT, *December 7, 1864.*

SIR: On the 10th instant proceed with the U. S. S. *Union* on another trip to the East Gulf Blockading Squadron. You will, as usual,

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go as far as Pensacola. On your homeward passage touch at Hampton Roads, mail your dispatches, communicate with the senior officer of the Navy present, and then proceed to New York.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant EDWARD CONROY,
*Commanding U. S. S. Union, New York.*

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*Report of Acting Master Rockwell, U. S. Navy, commanding U. S. S. Kensington, of proposed departure for South Atlantic and Gulf Squadrons.*

U. S. S. KENSINGTON,
*Navy Yard, Boston, Mass., December 7, 1864.*

SIR: I have the honor to enclose herewith a correct list of officers attached to this vessel.

She will leave port this day with a draft of 500 men for the South Atlantic and Gulf Squadrons.

I am, very respectfully, your obedient servant,

JOHN E. ROCKWELL,
*Acting Master, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant Churchill, U. S. Navy, commanding U. S. S. Circassian, of arrival at Hampton Roads from West Gulf Squadron.*

U. S. S. CIRCASSIAN,
*Hampton Roads, Va., December 7, 1864.*

SIR: I have the honor to report the arrival of this vessel from another voyage to the Gulf.

The *Circassian*, during her absence from the North, has performed the usual routine of service, supplying all the vessels of the West Gulf Squadron except those stationed at New Orleans, which port she did not visit (by order of Admiral Farragut), either going or returning.

A large quantity of cordage and ordnance stores was placed on board at New York and delivered at Port Royal and Key West on the outward passage. The supply steamer *Bermuda* arrived at Pensacola on the 24th ultimo.

The prize steamer *Susanna*, recently captured by the *Metacomet*, was to leave Key West for Philadelphia on the morning of the 2d instant.

On the 5th instant, in latitude 33° 10′, longitude 76° 40′, spoke U. S. S. *Cherokee* in search of the *Vanderbilt*.

Acting Chief Engineer S. N. Hartwell reported to me at Key West the repairs, two-thirds of the tubes being entirely stopped by salt and ashes. I have directed him to make a detailed report, to be submitted to the commandant of Boston Navy Yard on our arrival there.

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The *Circassian* brings north 18 passengers, 39 invalids, 52 discharged men, and 4 prisoners, lists of which are enclosed.

Very respectfully, your obedient servant,

H. CHURCHILL,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Report of Commander Beaumont, U. S. Navy, regarding transportation of prize cotton by U. S. S. New Berne.*

U. S. S. MACKINAW,
*Beaufort, N. C., December 8, 1864.*

SIR: I respectfully inform the Department that I have to-day shipped in the supply steamer *New Berne* and sent to New York for adjudication 27 bales of cotton, picked up at sea by this vessel while cruising on the 4th and 5th instant.

I have the honor to be, very respectfully, your obedient servant,

J. C. BEAUMONT,
*Commander.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Letter from Rear-Admiral Porter, U. S. Navy, to the commandant, navy yard, Norfolk, regarding towing of prize steamer Vixen to New York.*

OFF GOSPORT [NORFOLK] YARD, *December 10, 1864.*

CAPTAIN: When the *New Berne* comes up here to get the sick, you will please order her to take in tow the prize steamer *Vixen* and take her to New York, selecting suitable weather.

The *Vixen* will be at the Roads.

Very respectfully, your obedient servant,

DAVID D. PORTER,
*Rear-Admiral.*

Captain JOHN M. BERRIEN,
*Commanding Naval Station, Norfolk.*

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*Report of Acting Master Stimpson, U. S. Navy, commanding U. S. ship Relief, announcing arrival at Macao, China.*

U. S. STORESHIP RELIEF,
*Macao, [China], December 11, 1864.*

SIR: I have the honor to report the arrival at this port, on the 9th instant, of this ship, with a cargo of stores. My orders from the Department were to inform you on my arrival and to supply you with any stores you were in need of. I expected explicit instructions from the Department on my arrival here, and, therefore, agreeably

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to previous orders from the Navy Department, I await those orders here. I am ignorant as to the whereabouts of the *Jamestown*, but will send this up the coast, trusting this will reach you. The cargo consists of provisions, clothing, and small stores. Hoping this will reach you without delay.

I have the honor to be, your obedient servant,

J. H. STIMPSON,
*Acting Master, Commanding U. S. Ship Relief.*

[Captain CICERO PRICE,
*U. S. S. Jamestown.*]

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*Report of Acting Volunteer Lieutenant West, U. S. Navy, commanding U. S. S. Donegal, of gale encountered while towing barkentine Tilley Van Name from Port Royal, S. C.*

U. S. SUPPLY STEAMER DONEGAL,
*Philadelphia Navy Yard, December 12, 1864.*

SIR: In obedience to an order from Rear-Admiral Dahlgren, I left Port Royal Harbor on the afternoon of the 7th, having in tow the merchant barkentine *Tilley Van Name* (in ballast), wind S. W., fresh. The barkentine having all sail set, we got along at the rate of 6 knots.

On the night of the 8th, wind from N. E., heavy sea running, made no headway. Lay to all next day, it blowing a gale from N. E. to S. E., a very heavy sea running, and thick weather. At 9 p. m., latitude 33° 20′ N., longitude 77° 10′ W., 120 miles S. S. W. of Cape Hatteras, in a furious squall of wind and rain from S. E., both hawsers parted. In a few moments our tow was out of sight. All night we had a succession of heavy squalls of wind and rain, with tremendous seas; could not see 100 feet from ship. We lay to until midnight, ship laboring and straining engine, boilers, and hull, shipping large quantities of water on deck. A short time after midnight the wind shifted to S. W., and we had to keep the ship before the wind to ease engine. At daylight the barkentine was out of sight from mastheads (heavy sea running). I could have been of no further use to her, as the *Donegal*, drawing but 7½ feet, had not power enough to keep her head to wind. If the gale had continued, I do not think the engine would have held out; and the ship having but little sail, she would have become totally unmanageable; and having between 200 and 300 persons on board, I felt it my duty to proceed north.

The barkentine had good sails, masts, and a large crew, and having the wind S. W., will come the rest of the distance without trouble.

The following was a report made to me by the senior engineer: During the gales the engine labored very hard, the gallows frame worked considerable, and some of the fore-and-aft supports to frame worked partly out of their places. Crank pin ran quite warm. The engine, with 25 pounds steam, steam throttle wide open, following full stroke, would at times barely pass her centers. One of the diagonal braces extending from the keelson to the port-beam center journal carried away. I found a bad leak on the starboard

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side of the water bottom. Can not tell to what extent on account of the steam.

The *Donegal*, from her light draft and build, is a poor sea boat, as I have found out in two successive gales. The gale of Friday was the heaviest I have passed through in three and a half years on this coast.

I am, very respectfully, etc.,

W. H. WEST,
*Acting Volunteer Lieutenant, U. S. Navy, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

---

*Report of Acting Volunteer Lieutenant Churchill, U. S. Navy, commanding U. S. S. Circassian, of arrival in Boston from the West Gulf Squadron.*

U. S. S. CIRCASSIAN,
*Navy Yard, Boston, December 14, 1864.*

SIR: I have the honor to report the *Circassian's* arrival from the Gulf via Hampton Roads. Since leaving that place she has encountered much heavy weather and was detained eighty-two hours at Holmes' Hole by severe gales.

Very respectfully, your obedient servant,

H. CHURCHILL,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, on arrival at Philadelphia.*

U. S. S. BERMUDA,
*Navy Yard, Philadelphia, December 22, 1864.*

SIR: I have the honor to report the arrival of the U. S. supply steamer *Bermuda* at this port.

* * * * * * *

The *Bermuda* sailed from Philadelphia November 15, at 11 a. m., and has supplied all vessels of the West Gulf Squadron, both going and returning. On my arrival at Mobile Bay I received orders from Rear-Admiral Farragut to proceed to the coast of Texas and supply all vessels of the squadron at their different stations. This I did, going as far as Brazos Santiago.

On my return I stopped at New Orleans, thence to Mobile Bay, Pensacola, and Key West. On my arrival at Hampton Roads I communicated with senior officer, commanding, leaving all mails and dispatches from the various vessels of the West Gulf Squadron.

I have the honor to be, sir, very respectfully, your obedient servant,

J. W. SMITH,
*Acting Volunteer Lieutenant, Commanding.*

HON. GIDEON WELLES,
*Secretary of the Navy.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant-Commander Eaton, U. S. Navy, commanding U. S. S. Fort Morgan, to proceed to West Gulf Squadron.*

NAVY DEPARTMENT, *December 29, 1864.*

SIR: On the 31st instant, proceed with the steamer *Fort Morgan* on another trip to the West Gulf Blockading Squadron, touching as usual at Key West on your outward and homeward passages and at Hampton Roads on your homeward passage. Return to the port of New York.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Actg. Vol. Lieut. Commander WM. B. EATON,
*Commanding U. S. S. Fort Morgan, New York.*

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*Report of Acting Volunteer Lieutenant-Commander West, U. S. Navy, commanding U. S. S. Massachusetts, of arrival from South Atlantic Squadron.*

U. S. SUPPLY STEAMER MASSACHUSETTS,
*Philadelphia Navy Yard, January 3, 1865.*

SIR: I have the honor to report to the Department the arrival this day of the U. S. S. *Massachusetts* from the South Atlantic Squadron.

Enclosed be pleased to find lists of passengers, invalids, prisoners, and vessels supplied.

I am, very respectfully, etc.,

W. H. WEST,
*Acting Volunteer Lieutenant-Commander, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Order of Rear-Admiral Porter, U. S. Navy, to Acting Master Webb, U. S. Navy, commanding U. S. S. Fahkee, for supply duty.*

BEAUFORT, N. C., *January 5, 1865.*

SIR: You will proceed to Norfolk, Va., without delay and fill up with assorted provisions for this squadron and return here with them.

Make requisitions on commandant of navy yard there for anything required.

Respectfully, your obedient servant,

DAVID D. PORTER,
*Rear-Admiral.*

Acting Master F. R. WEBB,
*Commanding Fahkee.*

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*Report of Acting Volunteer Lieutenant Washburn, U. S. Navy, commanding U. S. S. New Berne, of arrival at New York from North Atlantic Squadron.*

U. S. SUPPLY STEAMER NEW BERNE,
*Navy Yard, New York, January 9, 1865.*

SIR: I have the honor to report the arrival of this vessel from the North Atlantic Blockading Squadron, having sailed from this port December 29.

Enclosed please find list of officers and passengers, list of enlisted men, list of prisoners under sentence court-martial, list of deserters, list of vessels spoken, list of vessels communicated with and supplied, list of officers attached to this vessel.

I am, sir, very respectfully, your obedient servant,

S. B. WASHBURN,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Master Rockwell, U. S. Navy, commanding U. S. S. Kensington, forwarding list of officers on arrival at New York.*

U. S. S. KENSINGTON,
*New York, January 12, 1865.*

SIR: I have the honor to enclose a list of officers attached to this ship January 1, 1865, and report her arrival at New York.

Added to the above-named list is name and rank of officers (paroled prisoners), invalid officers, and officers on leave of absence from the West Gulf Squadron.

Descriptive muster rolls of all seamen, ordinary seamen, etc. (passengers), have been forwarded to the fourth auditor and Chief of Bureau of Equipment and Recruiting.

I have the honor to be, very respectfully, your obedient servant,

JOHN E. ROCKWELL,
*Acting Master, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosure.]

*List of officers attached to the U. S. S. Kensington, at sea, latitude 28° 51′ N. longitude 89° 10′ W., on the 1st of January, 1865.*

| Rank. | Name. | Rank. | Name. |
|---|---|---|---|
| Acting master | John E. Rockwell, commanding. | Actg. 2d asst. engineer | John D. Miller. |
| Do | Thomas D. Babb, executive officer. | Actg. 3d asst. engineer | John F. Sloan. |
| Actg. asst. surgeon | John Flynn. | Do | Thomas H. Barrett. |
| Actg. asst. paymaster | Henry D. Kimberly. | Acting ensign | H. D. Whittemore.* |
| Captain's clerk | Charles Knappman. | Do | Isaac D. Pease. |
| Paymaster's clerk | J. Everett Vail. | Do | William H. Williams. |
| Surgeon steward | Patrick J. Benson. | Do | William H. Dumont. |
| Actg. 1st asst. engineer | T. W. O'Connor (in charge). | Do | C. A. Babcock. |
| Actg. 2d asst. engineer | Robert Wallace. | Do | Samuel Carpenter (temporary service). |
| | | Actg. master's mate | Eugene McCarty. |

* Acting Ensign Whittemore's name is still borne on the ship's books. He has been absent since Oct. 23, 1864.—John E. Rockwell, Acting Master.

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*List of officers (paroled prisoners), passengers per U. S. S. Kensington from New Orleans to New York.*

| Name. | Rank. | Date of capture. | Vessel captured from. | Date of parole. |
|---|---|---|---|---|
| C. W. Lamson | Acting master | May 6, 1864 | Granite City | Dec. 15, 1864. |
| A. H. Atkinson | do | do | do | Do. |
| Wm. Millen | Acting ensign | do | Wave | Do. |
| Stewart Green | Actg. 3d asst. engineer | do | Granite City | Do. |
| David M. Schryver | Actg. 3d asst. engineer | do | do | Do. |
| J. H. Rollins | do | do | do | Do. |
| Thomas R. Marshall | Actg. master's mate | do | do | Do. |
| Thomas Ashmeade | do | do | do | Do. |
| Charles Cameron | do | do | Wave | Do. |
| Charles H. Grace | Paymaster's clerk | do | do | Do. |

*List of invalid officers, passengers from Pensacola to New York, per U. S. S. Kensington.*

| Name. | Rank. | Name. | Rank. |
|---|---|---|---|
| D. C. Woods | Actg. volunteer lieutenant. | William H. Taggart | Actg. asst. surgeon. |
| T. S. Dabney | Actg. asst. paymaster. | G. H. Dodge | Actg. ensign. |

*List of officers on leave of absence, passengers per U .S. S. Kensington from New Orleans to New York.*

| Name. | Rank. | Where from. |
|---|---|---|
| Felix McCurley | Acting volunteer lieutenant | West Gulf Squadron. |
| D. Hardie | Acting second assistant engineer | Do. |
| E. Bird | Acting master's mate | Do. |

HENRY D. KIMBERLY,
*Acting Assistant Paymaster.*

NOTE.—One of the lists to be filled up and returned to the Department whenever a vessel sails from the United States on a cruise and afterwards during her absence, on the 1st of January, April, July, and October of each year; also on her arrival in the United States. The names of passengers, if any, to be added.

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*Report of Acting Master Rockwell, U. S. Navy, commanding U. S. S. Kensington, on arrival at New York, transmitting copies of orders which prolonged the duration of the trip.*

U. S. S. KENSINGTON,
*New York, January 12, 1865.*

SIR: I have the honor to report the arrival of the *Kensington* at this port, after having carried out and delivered to the South Atlantic and East and West Gulf Squadrons a draft of 501 men, received from the U. S. receiving ship *Ohio* at Boston, Mass., December 7, 1864.

The voyage having been prolonged by a deviation from Admiral Stringham's order, I beg, respectfully, to enclose copies of orders received at Pensacola and Mobile accounting for such deviation.

I enclose a copy of Admiral Stringham's order.

The quantity of coal taken in at Pensacola, which was an ample supply to carry the ship to New York direct, was so much reduced by

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going to New Orleans that, as a matter of precaution, I stopped at Port Royal on the 6th instant for a supply, which port I left on the 7th at 4 p. m.

In connection with the foregoing I should report having fallen in with U. S. S. *Wando* some 10 miles N. E. from Port Royal entrance. She being in a very leaky condition and with only two hours' consumption of coal on board, took her in tow into Port Royal Harbor.

I have the honor to be, very respectfully, your obedient servant,

JOHN E. ROCKWELL,
*Acting Master, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

[Enclosures.]

COMMANDANT'S OFFICE,
*Pensacola Navy Yard, December 27, 1864.*

SIR: Having filled with coal, you will proceed with the *Kensington* under your orders from Admiral Stringham; touch on your way at Mobile Bay and report to Captain T. A. Jenkins, commanding First Division West Gulf Blockading Squadron, conveying to that port the passengers and mails brought by the steamer *Union* and Paymaster Morrell, U. S. Army, and the funds entrusted to his care.

Very respectfully, your obedient servant,

JAMES F. ARMSTRONG,
*Commander, Commandant.*

Acting Master JOHN E. ROCKWELL,
*Acting Master, Commanding U. S. S. Kensington.*

[Endorsement.]

Having no safe mode of conveying the large sum of money on board the *Kensington*, in charge of Major Morrell, U. S. Army, in accordance with the orders of the War Department, you will please proceed to New Orleans with the *Kensington* and report to Commander James S. Palmer, commanding West Gulf Squadron.

Respectfully,

THORNTON A. JENKINS.

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U. S. NAVY YARD, BOSTON,
*Commandant's Office, December 2, 1864.*

SIR: You will proceed with the U. S. S. *Kensington* under your command to Port Royal and the Gulf Squadron and deliver a draft of men as specified below, viz:

To the South Atlantic Squadron at Port Royal, 30 seamen and all the landsmen in the draft.

To the East Gulf Squadron at Key West, 40 seamen and 40 ordinary seamen.

To the West Gulf Squadron at Mobile, the remainder of the draft.

Having complied with these instructions, you will return with the *Kensington* to New York.

Respectfully,

S. H. STRINGHAM,
*Commandant.*

Acting Master J. E. ROCKWELL,
*Commanding Kensington.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. Bermuda, to proceed to West Gulf Squadron.*

NAVY DEPARTMENT, *January 12, 1865.*

SIR: On the 14th instant proceed with the U. S. S. *Bermuda* on another trip to the West Gulf Squadron, touching at Key West on the outward and homeward passage and at Hampton Roads, also, on the homeward passage. On your return enter the port of Philadelphia, as usual.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant J. W. SMITH,
*Commanding U. S. S. Bermuda, Philadelphia.*

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*Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Tarr, U. S. Navy, for the transportation of dispatches to Hampton Roads.*

U. S. S. MALVERN,
*Off Fort Fisher, January 17, 1865.*

SIR: You will proceed to Hampton Roads with the U. S. S. *Queen*, carrying a bearer of dispatches from me. Report the arrival of your vessel to the Bureau of Ordnance.

Respectfully, etc.,

DAVID D. PORTER,
*Rear-Admiral.*

Acting Volunteer Lieutenant TARR,
*Commanding U. S. S. Queen, off Fort Fisher, N. C.*

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*Report of Acting Volunteer Lieutenant-Commander West, U. S. Navy, commanding U. S. S. Massachusetts, of arrival from South Atlantic Squadron.*

U. S. S. MASSACHUSETTS,
*Philadelphia Navy Yard, January 22, 1865.*

SIR: I have the honor to inform the Department of the arrival this day of the U. S. S. *Massachusetts* from the South Atlantic Blockading Squadron.

Enclosed be pleased to find lists of passengers (1), invalids (2), vessels supplied (3), vessels spoken (4).

Very respectfully, your obedient servant,

W. H. WEST,
*Acting Volunteer Lieutenant-Commander.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of Rear-Admiral Porter, U. S. Navy, to Acting Volunteer Lieutenant Washburn, U. S. Navy, commanding U. S. S. New Berne, for duty in transportation of the sick.*

CAPE FEAR RIVER, *January 26, 1865.*

SIR: After discharging your stores at this place you will proceed to Beaufort, N. C., and after delivering the men you have for the Sounds to Lieutenant-Commander West, you will take all the sick on board and proceed to Norfolk, Va. At Norfolk you will take on board the sick, in obedience to the orders of the honorable Secretary of Navy, and then proceed to New York.

Respectfully, your obedient servant,

DAVID D. PORTER,
*Rear-Admiral.*

Acting Volunteer Lieutenant S. B. WASHBURN,
*Commanding U. S. S. New Berne.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Churchill, U. S. Navy, commanding U. S. S. Circassian, to proceed to West Gulf Squadron.*

NAVY DEPARTMENT, *January 27, 1865.*

SIR: On the 30th instant proceed with the U. S. S. *Circassian* on another trip to the West Gulf Blockading Squadron, touching as usual at Key West on the outward trip and at Key West and Hampton Roads on the homeward trip, and entering the port of Boston.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of Navy.*

Acting Volunteer Lieutenant H. CHURCHILL,
*Commanding U. S. S. Circassian, Boston.*

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*Report of Acting Volunteer Lieutenant-Commander West, U. S. Navy, commanding U. S. S. Massachusetts, of departure for South Atlantic Squadron.*

U. S. S. MASSACHUSETTS,
*Philadelphia, January 29, 1865.*

SIR: I have the honor to inform the Department of the departure this day of the U. S. S. *Massachusetts* for the South Atlantic Squadron with the following passengers: Acting Master C. W. Buck, join *Vixen;* Acting Master B. S. Melville, join *Saratoga;* Acting Assistant Paymaster B. Abrahams, join *Settin;* Acting Assistant Paymaster S. Thomas, jr., join *Harvest Moon;* Acting Assistant Paymaster L. E. Rice, returned from leave; Acting Ensign H. F. Dorton, returned from court-martial; Acting Ensign G. W. Wood, returned from leave; Acting Ensign William Nelson, returned from leave; Acting Second Assistant Engineer J. Price Cooper, a relief to Acting Second Assistant Engineer Robinson, of *Norwich;* Fleet Captain's Clerk W. H. Sullivan, Sailmaker W. N. Maull, join *St. Louis;* Jere

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P. Smith, order of Navy Department; Ship's Steward L. Miller, join *Braziliera;* William Houston, to machine shop; a steward, order of Admiral Dahlgren; H. G. Leak and J. Edwards, order of Navy Department; a draft of 117 men for the South Atlantic Blockading Squadron.

I am, sir, very respectfully, your obedient servant,

W. H. WEST,
*Acting Volunteer Lieutenant-Commander, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Report of Acting Volunteer Lieutenant-Commander Conroy, U. S. Navy, commanding U. S. S. Union, of arrival at Norfolk, Va., en route for South Atlantic Squadron.*

NORFOLK NAVY YARD, *February 4, 1865.*

SIR: I have the honor to report the arrival of this ship at this station, where I have been ordered to land the iron plates received on board at the New York Navy Yard. The moment the plates are discharged I shall proceed on my voyage, agreeably to the orders of the honorable Secretary of the Navy, dated January 25, 1865.

I most respectfully forward a list of the officers attached to this ship and a list of officers ordered to take passage in this ship; also a list of a draft of men for the South Atlantic Squadron.

Very respectfully, your obedient servant,

EDWARD CONROY,
*Actg. Vol. Lieut. Commander, Comdg. U. S. S. Union.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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NAVY DEPARTMENT, *February 6, 1865.*

SIR: From your report of the 2d instant to the Bureau of Provisions and Clothing it appears that the *Circassian* has sailed with the following articles as her cargo:

One set of sails, 4 awnings, 800 barrels of potatoes, 200 barrels of onions, 100 barrels of apples, 30,480 pounds of fresh beef, and 200 tons of ice.

The *Circassian* is a vessel of 1,750 tons, especially intended to carry out a large cargo of supplies to the West Gulf Squadron, and yet she sails with the few articles above mentioned.

Why is it that she can not be provided with sufficient cargo to justify her use as a supply vessel? She is not intended as a vessel for war purposes or for carrying passengers only.

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Rear-Admiral S. H. STRINGHAM,
*Commandant Navy Yard, Boston.*

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*Report of Acting Volunteer Lieutenant-Commander West, U. S. Navy, commanding U. S. S. Massachusetts, of arrival from South Atlantic Squadron.*

U. S. S. MASSACHUSETTS,
*Philadelphia, February 11, 1865.*

SIR: I have the honor to inform the Department of the arrival this day of the U. S. S. *Massachusetts* from the South Atlantic Squadron.

Enclosed you will be pleased to find lists of passengers (1), prisoner (2), vessels supplied (3).

I am, very respectfully, etc.,

W. H. WEST,
*Acting Volunteer Lieutenant-Commander, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Extract from instructions of the Secretary of the Navy to Commander Townsend, U. S. Navy, in preparation for sailing to the East India Station.*

NAVY DEPARTMENT, *February 17, 1865.*

SIR: As soon as the U. S. S. *Wachusett* is in all respects ready for sea proceed with her by the way of the Cape of Good Hope to the East India station, where you will remain until further orders.

The vessels at present on that station are the *Jamestown* and the *Relief.* * * *

Very respectfully, etc.,

GIDEON WELLES,
*Secretary of the Navy.*

Commander ROBERT TOWNSEND,
*Commanding U. S. S. Wachusett, Boston.*

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*Report of Acting Volunteer Lieutenant-Commander Eaton, U. S. Navy, commanding U. S. S. Fort Morgan, of arrival at Hampton Roads from West Gulf Squadron.*

U. S. S. FORT MORGAN,
*Hampton Roads, Va., February 18, 1865.*

SIR: I have the honor to report that, in obedience to the order of the Department, I have stopped at this port on my return from the West Gulf Blockading Squadron for the purpose of forwarding mails and dispatches.

The *Fort Morgan* left New York on the 4th ultimo for the West Gulf Blockading Squadron and arrived at Key West at 6:45 a. m. the 12th ultimo, and after discharging mails, passengers, etc., and coaling ship proceeded to Pensacola, where I arrived on the ultimo, supplied the vessels stationed there, and on the 7th proceeded to Mobile Bay, where I received orders to proceed New Orleans on the outward voyage and report to Commodore

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Palmer. Arrived at New Orleans at 9 p. m. of the 19th ultimo and was detained four days, as it was necessary to repair the boiler, which was leaking badly, before proceeding to sea.

Left New Orleans at 10:30 a. m. of the 23d ultimo and proceeded down the coast of Texas as far as Brazos Santiago, the terminus of the outward voyage, where I arrived on the 30th ultimo, stopping at all the stations and supplying the vessels liberally with fresh provisions and ice.

At 2 p. m. of the 30th ultimo left Brazos Santiago and proceeded on our homeward voyage, stopping at all the points occupied by our blockaders and receiving their mails, dispatches, invalids, and men to be taken north for discharge, arriving at New Orleans at 8:10 p. m. of the 6th instant. At 7 a. m. of the 9th instant left New Orleans and proceeded to Mobile Bay, arriving there at 7 a. m. of the 10th instant, and left for Pensacola at 3 p. m. same date, where I arrived at 8 p. m. same date; received on board the mails, dispatches, etc., but could not take any more supernumeraries, as we were already full, having on board 435 invalids, prisoners, and men to be discharged. Left Pensecola at 10 a. m. of the 11th instant for Key West, arriving there at 3:55 p. m. of the 13th instant; coaled ship and left for this port at 12 m. of the 14th instant.

During the voyage I have been detained by heavy gales and thick fogs, and was compelled to lay at anchor for a number of days on the coast of Texas, during which time it was impossible to supply any vessels on account of the weather.

It gives me pleasure to report that the health of the squadron was excellent.

I enclose the usual abstracts required by the Department.

The official dispatches, mails, etc., were forwarded from this place.

I am, sir, very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant-Commander, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Lieutenant-Commander West, U. S. Navy, regarding affairs at Beaufort, N. C.*

BEAUFORT, N. C., *February 20, 1865.*

SIR: The *Chase* (ordnance steamer) arrived this morning; the U. S. S. *Shokokon* will be ready to sail to-morrow. Her boiler being in bad condition, I have ordered the U. S. S. *Montgomery* to tow her to Hatteras Inlet and then return to her station.

Very respectfully, your obedient servant,

WM. C. WEST,
*Lieutenant-Commander, Commanding Naval Station.*

Rear-Admiral DAVID D. PORTER,
*Comdg. North Atlantic Squadron, Cape Fear River, N. C.*

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*Report of Acting Volunteer Lieutenant-Commander Eaton, U. S. Navy, commanding U. S. S. Fort Morgan, of arrival at New York from Hampton Roads, Va.*

U. S. S. FORT MORGAN,
*Navy Yard, New York, February 20, 1865.*

SIR: I respectfully report the arrival of this steamer at this port from Hampton Roads.

The official dispatches, mails, and abstracts of the voyage were forwarded from Fortress Monroe.

Enclosed please find a list of officers attached to this vessel.

I am, sir, very respectfully, your obedient servant,

WM. B. EATON,
*Acting Volunteer Lieutenant-Commander, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Rear-Admiral Thatcher, U. S. Navy, announcing arrival in U. S. S. Circassian, for command of West Gulf Squadron.*

U. S. SUPPLY STEAMER CIRCASSIAN,
*Mobile Bay, February 21, 1865.*

SIR: I have the honor to inform the Department that I arrived here in this vessel, via Key West and Pensacola, on the 19th instant, where I found Commodore J. S. Palmer in command.

* * * * * * *

Very respectfully, your obedient servant,

H. K. THATCHER,
*Commodore, Acting Rear-Admiral.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Master Holley, U. S. Navy, acknowledging orders to command the U. S. S. New Berne.*

U. S. S. NEW BERNE,
*Navy Yard, New York, March 3, 1865.*

SIR: I have the honor to acknowledge receipt of orders March 1, 1865, assigning me to the command of the U. S. S. *New Berne* (fourth rate), and will endeavor to carry out the orders of the Department to the best of my abilities.

Very respectfully, etc., your obedient servant,

ROBT. Y. HOLLEY,
*Acting Master, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant-Commander West, U. S. Navy, commanding U. S. S. Massachusetts, of arrival at Philadelphia from South Atlantic Squadron.*

U. S. S. MASSACHUSETTS,
*Philadelphia Navy Yard, March 6, 1865.*

SIR: I have the honor to inform the Department of the arrival this day of the U. S. S. *Massachusetts* from the South Atlantic Squadron.

Enclosed you will be pleased to find lists of passengers (1), prisoners (2), vessels supplied (3), boarded and spoken (4).

I am, very respectfully, etc.,

W. H. WEST,
*Actg. Vol. Lieutenant-Commander, U. S. Navy, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Report of Acting Volunteer Lieutenant-Commander Smith, U. S. Navy, commanding U. S. S. Bermuda, of arrival at Philadelphia from West Gulf Squadron.*

U. S. S. BERMUDA,
*Navy Yard, Philadelphia, March 9, 1865.*

SIR: I have the honor to report the arrival of the U. S. S. *Bermuda* at this port. Enclosed please find the following reports:

No. 1 is a correct list of vessels supplied, outward bound.

No. 2 is a correct list of vessels boarded and spoken, outward and homeward.

No. 3 is a correct list of vessels supplied and communicated with, homeward.

No. 4 is a list of officers reporting for passage, from what vessel, and where ordered to report.

No. 5 is a similar list of seamen and marines.

No. 6 is a list of mechanics.

No. 7 is a letter in reference to sutlers' stores.

The *Bermuda* sailed from Philadelphia January 16 at 2:30 p. m., and from the Capes of the Delaware on the 17th at 7:30 p. m., being detained in the river on account of her engines. She has supplied all vessels of the West Gulf Squadron, both going and returning. On my arrival at New Orleans I received orders from senior officer commanding to proceed to the coast of Texas; supply all vessels at their different stations. This I did, going as far as Brazos Santiago, stopping at New Orleans on my return.

On my passage from the latter place to Mobile the delivery-valve seat of the forward air pump broke. We were compelled to work the engine under high pressure.

On our arrival at Mobile I was sent to Pensacola for repairs. At Pensacola a new valve seat was cast; detained only three days and sailed for Key West. One day out the new valve seat broke; soon after the coupling bolts of the main shaft broke. Put the ship under double-reefed topsails, as it was blowing a heavy gale. Got the forge

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up and made new bolts; after eighteen hours' hard work we succeeded in connecting the shaft and worked the engines under high pressure to Key West.

At Key West the valve seat could not be cast. A temporary one was made of boiler iron riveted together. After being detained five days we sailed for Hampton Roads. Four hours out, broke the new valve seat. I deemed it prudent to push through for Philadelphia, engines working under high pressure. Off Cape Hatteras, the wind being fair, I made all sail and shaped my course for the Delaware River, not stopping at Hampton Roads, as I was ordered by my sailing orders from the Department. Enclosed please find a report from the senior engineer, copied from his log book. I have the honor to be, sir,

Very respectfully, your obedient servant,

J. W. SMITH,
*Acting Volunteer Lieutenant-Commander.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Extract from report of Commander Nichols, U. S. Navy, making reference to movements of U. S. S. Queen.*

U. S. S. MENDOTA,
*Hampton Roads, March 27, 1865.*

ADMIRAL: * * * The *Queen* also arrived yesterday, and I have sent her to the ordnance officer at Norfolk. She has on board a large amount of ordnance stores for the North Atlantic Squadron. Her arrival has been telegraphed to the bureau. * * *

Very respectfully, etc.,

ED. T. NICHOLS,
*Commander and Senior Officer, Hampton Roads.*

Rear-Admiral D. D. PORTER,
*Commanding North Atlantic Squadron.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant Devens, U. S. Navy, commanding U. S. S. Huntsville, to proceed to West Gulf Squadron with a draft of men.*

NAVY DEPARTMENT, *March 27, 1865.*

SIR: Any orders that you may have received to proceed to Key West you will regard as revoked. After towing the *Chimo* to Hampton Roads proceed to Mobile and deliver to the West Gulf Squadron the draft of men to be sent out in the *Huntsville* and then return with the *Huntsville* to New York.

Very respectfully, etc.,

G. WELLES,
*Secretary of the Navy.*

Acting Volunteer Lieutenant E. F. DEVENS,
*Commanding U. S. S. Huntsville, New York.*

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*Order of the Secretary of the Navy to the commandant navy yard, Philadelphia, regarding date of sailing of the U. S. S. Bermuda.*

NAVY DEPARTMENT, *April 5, 1865.*

SIR: You letter of the 4th instant has been received.

The Bureau of Provisions and Clothing will give instructions as to the loading of the *Bermuda*. As the *Florida* sails from New York to-morrow with supplies for the West Gulf Squadron, it is not advisable that the *Bermuda* should sail before the 15th instant, and that date is fixed for her departure.

Very respectfully, etc.,

G. WELLES,
*Secretary of Navy.*

Commodore J. B. HULL,
*Commandant Navy Yard, Philadelphia.*

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*Report of Acting Volunteer Lieutenant Churchill, U. S. Navy, commanding U. S. S. Circassian, of arrival at Hampton Roads, Va., from West Gulf Squadron.*

U. S. S. CIRCASSIAN,
*Hampton Roads, April 8, 1865.*

SIR: I have the honor to report to the Department the *Circassian's* arrival at this place from a voyage to the West Gulf Squadron on the way to Boston. On the outward bound trip the *Circassian* touched at Key West February 14, Pensacola February 18, and Mobile Bay February 19. We were obliged to lay at the last-named place until the 26th, on account of the weather. We then proceeded, arriving at New Orleans on the 28th instant and leaving New Orleans March 3. On account of the low stage of water at South West Pass, we were unable to proceed, lying at said place from March 4 to the 9th.

The *Circassian* arrived at the Rio Grande March 14 via Galveston and other intermediate stations. On the homeward trip the *Circassian* touched at New Orleans, Mobile Bay, and Pensacola, arriving at Key West April 2, communicating both going and coming with the vessels at all the stations.

The draft of men from the receiving ship *Ohio* was disposed of as follows: Leaving 90 men at Key West, 80 at Pensacola, and the remainder at Mobile Bay.

The *Circassian* brings north 65 invalids, 99 supernumeraries, whose terms of enlistment have expired; also 19 officers, passengers, lists of which are enclosed, together with other abstracts required by the Department.

I also have the honor to submit to the Department the proceedings of two naval summary courts-martial convened by my order on board this vessel on the 15th day of March, 1865.

I have the honor to be, very respectfully, your obedient servant,

H. CHURCHILL,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant Churchill, U. S. Navy, commanding U. S. S. Circassian, of arrival at Boston.*

U. S. S. CIRCASSIAN,
*Navy Yard, Boston, April 11, 1865.*

SIR: I have the honor to report to the Department the arrival at this port of the *Circassian* from another voyage to the West Gulf Squadron.

I have the honor to be, very respectfully, your obedient servant,

H. CHURCHILL,
*Acting Volunteer Lieutenant, Commanding.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant-Commander Smith, U. S. Navy, commanding U. S. S. Bermuda, to proceed to West Gulf Squadron.*

NAVY DEPARTMENT, *April 14, 1865.*

SIR: Proceed on the 15th instant with the U. S. S. *Bermuda* on another trip to the West Gulf Squadron, touching, as usual, at Key West going out and returning and at Hampton Roads returning.

Very respectfully, etc.,

G. WELLES,
*Secretary of the Navy.*

Actg. Vol. Lieut. Commander J. W. SMITH,
*Commanding U. S. S. Bermuda, Philadelphia.*

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*Order of the Secretary of the Navy to Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, for transportation of draft of men to West Gulf Squadron.*

NAVY DEPARTMENT, *April 18, 1865.*

SIR: Naval recruiting, except for persons holding honorable discharges, has been suspended for the present.

You will proceed to New York and put the men you have enlisted for three years on board the receiving ship and receive on board as large a draft as the *Rhode Island* can carry of men having a year more or less to serve, which you will take to the West Gulf Squadron at Mobile or Pensacola. Having delivered the draft you will return to New York without delay.

Very respectfully,

G. WELLES,
*Secretary of the Navy.*

Commander S. D. TRENCHARD,
*Commanding U. S. S. Rhode Island, Belfast, Me.*

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*Order of Acting Rear-Admiral Thatcher, U. S. Navy, to Acting Volunteer Lieutenant-Commander Budd, U. S. Navy, commanding U. S. S. Florida.*

NAVAL HEADQUARTERS,
*New Orleans, La., April 25, 1865.*

SIR: You will proceed with *Florida* under your command to New York, stopping at Pensacola and Key West and receiving on board your vessel the sick and wounded at Pensacola. On your arrival at New York, you will report to the honorable Secretary of the Navy by letter.

Very respectfully,

H. K. THATCHER,
*Acting Rear-Admiral, Commanding West Gulf Squadron.*

Actg. Vol. Lieut. Commander WILLIAM BUDD,
*Commanding U. S. S. Florida, New Orleans.*

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*Report of Acting Volunteer Lieutenant-Commander Devens, U. S. Navy, commanding U. S. S. Huntsville, of arrival at New York from West Gulf Squadron.*

U. S. S. HUNTSVILLE,
*Brooklyn Navy Yard, May 1, 1865.*

SIR: In obedience to your order of March 27, 1865, after towing the ironclad *Chimo* to Hampton Roads, I reported to Acting Rear-Admiral H. K. Thatcher, commanding Western Gulf Blockading Squadron, off Mobile, and was ordered to report to Captain G. F. Emmons, senior officer present at New Orleans, where I delivered the draft of men sent down in the *Huntsville.*

Enclosed you will please find a copy of my orders from Acting Rear-Admiral H. K. Thatcher and a list of passengers brought north.

I arrived here this day at 4:30 a. m.

I am, very respectfully, your obedient servant,

EDWARD F. DEVENS,
*Acting Volunteer Lieutenant-Commander.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant-Commander Budd, U. S. Navy, commanding U. S. S. Florida, of arrival at New York Navy Yard from Gulf Squadrons.*

U. S. S. FLORIDA,
*Navy Yard, Brooklyn, N. Y., May 6, 1865.*

SIR: I have the honor to report the arrival to-day of this ship at the navy yard, New York.

In obedience to the orders of the Department (dated April 4, 1865) I sailed from New York with the *Florida* on the 7th of April, bound to the East and West Gulf Squadrons, having on board (exclusive of the ship's complement, stores, etc.) $9,019,000, 20,020

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pounds of fresh beef, 574 barrels of vegetables, 31 officers, a draft of 100 men, a large quantity of freight and express matter, and mails for both squadrons.

On the outward bound trip I touched at Indian River, Key West, Charlotte Harbor, Tampa Bay, Cedar Keys, St. Marks, East and West Passes, St. George's Sound, St. Andrew's, St. Joseph's, Pensacola, Mobile, and New Orleans.

The last of the fresh beef having been distributed at Mobile, on my arrival at New Orleans Acting Rear-Admiral Thatcher directed me to transfer the balance of the vegetables, express matter, etc., to the *Augusta Dinsmore* and then return to this port, touching at Pensacola and Key West on my way north.

I respectfully enclose a copy of his order, list of vessels supplied, list of passengers and supernumeraries, and descriptive list of the officers of the late Confederate steamer *Webb* who came north in this ship as prisoners of war. I have the honor to be, sir,

Very respectfully, your obedient servant,

W. BUDD,
*Actg. Volunteer Lieut. Comdr., Comdg. U. S. S. Florida.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Order of the Secretary of the Navy to Acting Volunteer Lieutenant-Commander Budd, U. S. Navy, commanding U. S. S. Florida, to proceed to West Gulf Squadron.*

NAVY DEPARTMENT, *May 11, 1865.*

SIR: On the 17th instant, proceed with the U. S. S. *Florida* on another trip to the West Gulf Squadron, observing the instructions given for your guidance on the last trip.

Very respectfully, etc.,

G. WELLES,
*Secretary of the Navy.*

Actg. Vol. Lieut. Commander WILLIAM BUDD,
*Commanding U. S. S. Florida, New York.*

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*Report of Acting Rear-Admiral Stribling, U. S. Navy, regarding the detention of U. S. S. Connecticut to watch the movements of C. S. S. Stonewall.*

HDQRS. EAST GULF BLOCKADING SQUADRON,
*Key West, May 20, 1865.*

SIR: The U. S. S. *Connecticut* arrived here yesterday morning from Havana. As the ram *Stonewall* is still there, I have concluded to keep the *Connecticut* here to assist in watching the movements of the ram until such time as I shall have received additional force.

I have the honor to be, very respectfully, your obedient servant,

C. K. STRIBLING,
*Actg. Rear-Admiral, Comdg. East Gulf Blkdg. Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Commander Trenchard, U. S. Navy, commanding U. S. S. Rhode Island, of arrival at New York Navy Yard.*

U. S. S. RHODE ISLAND,
*Brooklyn Navy Yard, May 23, 1865.*

SIR: I have the honor to report the arrival of the *Rhode Island* at this port to-day from Mobile, via Hampton Roads, from which place the official dispatches brought up in this vessel were forwarded to the Department.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
*Commander.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington, D. C.*

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*Report of Acting Volunteer Lieutenant Conroy, U. S. Navy, commanding U. S. S. Union, of arrival at New York and regarding the surrender of C. S. ram Stonewall.*

U. S. S. UNION,
*Navy Yard, New York, May 27, 1865.*

SIR: I have the honor to report the arrival of this ship at this station after having complied with my orders from the honorable Secretary of the Navy, dated April 17, 1865.

On the morning of the 21st of May Acting Rear-Admiral Stribling received official dispatches announcing the surrender of the rebel pirate ram *Stonewall* to the Spanish authorities in Havana.

* * * * * * *

Very respectfully, your obedient servant,

EDWARD CONROY,
*Acting Volunteer Lieutenant-Commander.*

Hon. GIDEON WELLES,
*Secretary of the Navy.*

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*Order of Acting Secretary of the Navy to Acting Volunteer Lieutenant-Commander Eaton, U. S. Navy, commanding U. S. S. Fort Morgan.*

NAVY DEPARTMENT, *May 30, 1865.*

SIR: On the 31st instant proceed with the U. S. S. *Fort Morgan* on another trip to the West Gulf Squadron, governing yourself by the general instructions heretofore addressed to you.

Touch at Key West going out and returning; also at Hampton Roads returning. Enter the port of New York as usual.

Very respectfully, etc.,

G. V. FOX,
*Acting Secretary of the Navy.*

Actg. Vol. Lieut. Comdr. WM. B. EATON,
*Commanding U. S. S. Fort Morgan, New York.*

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*Order of the Secretary of the Navy to Captain Boggs, U. S. Navy, commanding U. S. S. Connecticut, to proceed to Port Royal, S. C., on special duty.*

NAVY DEPARTMENT, *June 9, 1865.*

SIR: Proceed with the U. S. S. *Connecticut* to Port Royal, S. C., and report to Rear-Admiral Dahlgren for the purpose of accompanying or towing any ironclads he may wish to send to Philadelphia.

Very respectfully, etc.,

G. WELLES,
*Secretary of the Navy.*

Captain C. S. BOGGS,
*Commanding U. S. S. Connecticut, Hampton Roads, Va.*

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*Order of the Secretary of the Navy to Rear-Admiral Bell, U. S. Navy, commandant navy yard, New York.*

NAVY DEPARTMENT, *June 9, 1865.*

SIR: I have received your No. 105. The *New Berne* will be the next steamer to the Gulf after the *Union.*

Let the *Union* take out the articles for the South Atlantic Squadron and deliver them at Port Royal.

Very respectfully, etc.,

G. WELLES,
*Secretary of Navy.*

Rear-Admiral C. H. BELL,
*Commandant Navy Yard, New York.*

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*Report of Acting Rear-Admiral Thatcher, U. S. Navy, giving names of vessels withdrawn from the Gulf.*

GULF SQUADRON,
*U. S. Flagship Estrella, Pensacola Bay, July 15, 1865.*

SIR: I have the honor to inform the Department that I have today issued orders to the following-named vessels, heretofore attached to the East Gulf Squadron, to proceed north, after landing their surplus stores at Key West:

* * * * * * *

The U. S. supply steamer *New Berne* sails from this port this evening with the foregoing orders.

Very respectfully, your obedient servant,

H. K. THATCHER,
*Acting Rear-Admiral, Commanding Gulf Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Extract from report of Lieutenant-Commander Phelps, U. S. Navy, senior officer, Cape Fear River, N. C., regarding orders to vessels.*

U. S. S. LENAPEE,
*Wilmington, N. C., July 31, 1865.*

SIR: I have the honor to acknowledge the receipt of your order dated 26th instant, and will respectfully state that, as there is much here requiring my personal supervision, I have directed the *Donegal* to return to Port Royal.

* * * * * * *

I have in my charge at this place about 200 tons (estimated) of iron plating, prize of war, which I am anxious to ship to Norfolk, but have been unable to charter a vessel for that purpose.

The *Release* will be dispatched according to your order as soon as practicable.

I shall send by her north a quantity of rod iron and iron shafting, prize of war.

* * * * * * *

I have the honor to be, respectfully, your obedient servant,

THOS. S. PHELPS,
*Lieutenant-Commander.*

Actg. Rear-Admiral WILLIAM RADFORD, U. S. Navy,
*Comdg. Atlantic Squadron, Port Royal, S. C.*

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*Report of Acting Rear-Admiral Thatcher, U. S. Navy, regarding departure of U. S. vessels for the North.*

GULF SQUADRON,
*U. S. Flagship Estrella, off Key West, August 4, 1865.*

SIR: * * * The *Fort Morgan* left at daylight direct for New York. The *Bermuda* came in to-day from Philadelphia.

Very respectfully, your obedient servant,

H. K. THATCHER,
*Acting Rear-Admiral, Commanding Gulf Squadron.*

Hon. GIDEON WELLES,
*Secretary of the Navy, Washington.*

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*Abstract log of the U. S. S. Admiral, February 7, 1864–November 30, 1865, Acting Volunteer Lieutenant William B. Eaton, commanding.*

[Name changed to *Fort Morgan* September 16, 1864.]

*February 7, 1864.*—[Navy Yard, Brooklyn, N. Y.] At 9 a. m. the pilot came on board. At 10 a. m. weighed anchor and proceeded down the Narrows.

*February 11.*—At 6:30 a. m. crossed the bar at Port Royal. At 8 a. m. came to anchor in the harbor of Port Royal. At 3:30 p. m. got underway and went to sea.

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*February 14.*—At 9:45 a. m. took a Key West pilot from boat *No. 3.* At 10:20 a. m. alongside the wharf, Key West.

*February 16.*—At 4:15 a. m. cast off from the wharf and steamed down the harbor in charge of pilot. At 5:15 a. m. discharged pilot.

*February 28.*—At 7:50 a. m. came to anchor off Galveston Bar light-house.

*March 23.*—Alongside the wharf, navy yard, New York.

*March 27.*—At 1 p. m. all clear. Tug came alongside and hauled us in the stream. At 1:10 p. m. passed the Battery. At 2 p. m. Sandy Hook light-house bore her compass W., distance 2 miles. Highland light bore S. W. by S., distance 5 miles. At 2:40 discharged pilot. At 3:30 Highland light bore W., distance 3½ miles from which I take my departure.

*April 23.*—At 5:50 a. m. came to anchor in the harbor of Key West with the port anchor and 20-fathom chain to the hawse. At 6:30 a. m. was boarded by quarantine boat.

*April 24.*—At 9:10 a. m. tug came alongside, cast off from the dock and proceeded down the harbor in charge of pilot. At 10:30 a. m. discharged pilot.

*April 29.*—At 10:40 a. m. came to anchor, moored to the cob dock, navy yard, New York.

*May 13.*—From 4 to 6 p. m., weighed anchor and proceeded to sea.

*May 15.*—Latitude 34° 33′ N., longitude 75° 56′ W. At 12:20 p. m. stopped ship and picked up bale of cotton. At 12:30 p. m. started ahead again. At 4:30 p. m. stopped ship and picked up 2 bales cotton. At 4:45 p. m. started ahead again. At 5:30 p. m. stopped and picked up 2 bales of cotton. At 5:50 p. m. started ahead again, 2 sails in sight.

*May 28.*—At 1:30 p. m. came to anchor off Galveston and supplied the squadron with stores. At 5 p. m. weighed anchor and proceeded to sea. At 5:30 p. m. the fleet bore per compass N. E., U. S. S. *Kanawha* bearing N. N. E., 9 miles distant. At 6:15 p. m. made a steamer burning black smoke; made all sail and gave chase. At 7:20 p. m. took in all sail. At 7:30 p. m. fired 15-second shell at the same ship; steaming well; gaining upon the stranger rapidly; ran out of sight of the U. S. S. *Kanawha.* Gaining on the chase, overhauling her fast. At 9 p. m. commenced firing on chase. At 11:45 p. m. we brought the chase to, expending 45 shell and 3 volleys of musketry from the marine corps, during which we saw no other vessels nor signals from any. From 8 to midnight: Sent an armed boat's crew on board, under charge of Acting Master Charles Huggins and Acting Ensign Henry Oakley, also two engineers. She proved to be the steamer *Ysabel*, from Havana, bound to Galveston, with a cargo of arms and ammunition, which she had partly thrown overboard during the chase. Found one man badly wounded from the bursting of a shell and the vessel in a sinking condition, the seacocks having been cut.

*May 29.*—At 12:10 a. m. came to an anchor, also the prize; dispatched a gang of men to assist the pumps. The chief engineer visited the prize, also Acting Surgeon S. R. Foreman, to render aid to the wounded. At 1:20 a. m. the U. S. S. *Kanawha* made signals; was answered; ran up and came to an anchor on our port quarter. At 2 a. m. received on board 33 prisoners from the prize. At 2:25 a. m. the U. S. S. *Kineo* came to an anchor close to the prize; sent on board

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the *Ysabel* a prize crew. At 5 a. m. found the ship's position to be 10 miles due east of Velasco, Tex. At 10:30 a. m. got underway and proceeded on our course; secured the anchors. From 4 to 6 p. m. pleasant weather. At 5 came to anchor off Matagorda with 15 fathoms chain; released Edwd. Lovell from confinement; sent three men (passengers) on board the *Chocura*. From 6 to 8 p. m. supplied the *Arizona* and *Chocura* with fresh meat and vegetables. From 8 to midnight: At 10:30 p. m. got underway and proceeded to sea. At 11:40 sighted a steamer bound to the westward.

*May 31.*—At 5 a. m. made the fleet off Calcasieu, bearing N. E. ½ E., distant 8 miles. At 6:30 a. m. came to an anchor with port anchor and 10 fathoms chain; supplied the U. S. S. *New London* with fresh beef, ice, and vegetables. At 7:30 a. m. got underway and proceeded on our course.

*June 1.*—At 9 a. m. let go port anchor with 15 fathoms chain off Pilot Town. Men returned from the prize steamer *Ysabel*. At 11:30 a. m. got underway and proceeded up the river; set all sail; received on board the wounded prisoner from the prize steamer *Ysabel*. At 3 p. m. boarded by an officer from Fort Jackson. At 4 p. m. came to anchor off Quarantine. At 6:15 p. m. the prize steamer *Ysabel* arrived at Quarantine Station.

*June 2.*—At 12:30 a. m. was hailed by the steamer *Ysabel* for assistance, as she was sinking; sent the watch on board with two force pumps. From 4 to 8 a. m.: All the men sent on board the prize *Ysabel* to lighten and pump her, but found it impossible to gain on the leak; slipped her cable and hauled her aground. From meridian to 4 p. m.: Recalled all the men from the prize steamer *Ysabel* except the prize crew; paid out 30 fathoms chain and furled awnings. At 11 p. m. the prize steamer *Ysabel* parted her fastenings and sank; her crew returned on board in boats.

*June 3.*—From midnight to 4 a. m.: Prize steamer *Ysabel* sunk entirely out of sight. From 4 to 8 a. m.: Steamer *Hollyhock* came alongside; took on board express matters, etc.; received on board the following officers and passengers for passage north. At 7:45 a. m. let go anchor off Fort Jackson. At 9 a. m. delivered the crew of the prize steamer *Ysabel* to the authorities at Fort Jackson.

*June 5.*—At 6:45 a. m. got hawsers and made fast to the navy-yard wharf at Pensacola Navy Yard.

*June 6.*—At 12:15 p. m. cast off from the wharf and proceeded to sea. Lieutenant Joseph C. Breckenridge came on board at Fort Pickins and reported for passage north. Discharged the pilot.

*June 14.*—At 9 p. m. received a pilot and proceeded on to Hampton Roads. At 9:30 p. m. was hailed by the guard ship and ordered to report to the senior commander at Newport News. At 10:38 p. m. came to anchor off Fortress Monroe.

*June 15.*—At 9:45 a. m. got underway from Newport News. At 10:30 a. m. came to an anchor off Fortress Monroe; sent a marine guard on shore to bring off two prisoners. From meridian to 4 p. m. received on board James H. Johnson and Samuel L. Jones, of the *Greyhound*, prisoners, for passage north.

*June 16.*—At 6 p. m. came to anchor off the navy yard [New York].

*July 20.*—At 6 p. m. made the fleet off Galveston. At 7:15 p. m. two forts on shore fired a shot each at us, which fell short about

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three-fourths of a mile. At 7:45 p. m. came to anchor 100 yards distant from senior officer's ship with port anchor and 30 fathoms chain.

*July 23.*—At 6:30 a. m. sighted the city. At 7:45 a. m. made fast alongside the U. S. S. *Tennessee* alongside the wharf, New Orleans.

*July 24.*—At 8:30 p. m. received on board for passage north Major-General Sickles and staff. At 9:15 p. m. left the wharf and proceeded down the river in charge of pilot.

*August 2.*—At 6:40 a. m. came to anchor at Port Royal Harbor. At 9:30 a. m. Rear-Admiral Dahlgren came on board. At 11:20 a. m. returned on board his ship. At 11:40 a. m. General Daniel E. Sickles and staff, Hon. Michael Hahn, Captain William B. Eaton, Paymaster Jones, and Surgeon Foreman went on shore. At 8:10 p. m. steamer came alongside; Governor Hahn and General Sickles returned on board. At 9 p. m. General Foster came on board for passage to Charleston.

*August 3.*—At 5:50 p. m. got underway.

*August 5.*—At 10:45 a. m. came to anchor off Fortress Monroe. At 4:15 p. m. General Sickles and Governor Hahn and one of the general's staff left the ship in the steam tug *Mary*.

*August 7.*—At 6:45 a. m. came to anchor at Brooklyn Navy Yard.

*August 20.*—At 7:40 p. m. cast off from the U. S. S. *North Carolina* and proceeded down the river, the pilot in charge.

*August 21.*—At 12:35 p. m. took a pilot and proceeded inside the Delaware Breakwater. At 1:20 p. m. came to anchor. At 4:45 p. m. got underway and proceeded to sea, with steamer *Crescent* under convoy. At 5:55 p. m. passed the outer buoy and discharged the pilot. From 8 to 12 midnight: Steamer under convoy in plain sight ahead all this watch.

*August 23.*—At 2:25 a. m. reduced speed to keep within proper distance of *Crescent*.

*August 24.*—From 12 to 4 a. m.: Steamer *Crescent* having during the last watch and still during this watch steered a more westerly course than we could in our judgment safely follow, we signaled her by firing a rocket and burning Coston signals to keep more to the southward, besides setting an example by keeping off ourselves, which she could tell by our side light, the soundings varying then from 5 fathoms to 10 fathoms. After signalizing, the *Crescent* took no notice of it, but kept on her course. At 1 a. m. spoke the U. S. gunboat *Flambeau* and signalized the U. S. frigate *Wabash*. The hand lead was constantly hove during this watch, soundings varying from 5 to 10 fathoms, the *Crescent* lights growing dimmer during the watch. At 3:15 a. m. we altered her bearings so rapidly that we concluded that she had gone ashore. At 3:45 a. m. we lost sight of her, lights bearing N. N. W. We then slowed down to half speed. At 4:30 a. m. stopped the engine and waited for daylight. At 5:15 a. m. saw the *Crescent* ashore on Cape Romain Shoals; at the same time saw a United States gunboat to the S. W. We kept away for her and found it to be the U. S. gunboat *Nipsic*. Captain Eaton went on board and asked their assistance to get the *Crescent* afloat. At 7:15 a. m. we started back for Cape Romain Shoals. At 8:15 a. m. we saw her, the *Crescent*, ashore on Cape Romain Shoals. At 10 a. m. discovered that she was working her engines and gradually getting off. At 10:15 a. m. saw that she was afloat and steering out east. At

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10:30 a. m. she passed round the S. E. part of the shoal and proceeded on course. In company with *Nipsic* we proceeded on our course to Port Royal. At 12 m. we stopped the ship and the commander of the *Nipsic* went on board. At 12 Cape Romain light-house bore N. W. 9° N., distant 14 miles. At 9:45 p. m. came to anchor, Port Royal light-ship bearing S. W., 2½ miles distant; 30 fathoms of chain paid out. The steamer *Crescent* anchored close under our starboard bow. Commander visits the *Crescent* and returned at 12 midnight.

*August 25.*—At 6:30 a. m. got underway and proceeded on our course; left *Crescent* off Port Royal.

*September 9.*—At 12:45 a. m. got underway from Galveston and proceeded to sea, bound to New Orleans. At 5:15 p. m. Ship Shoal bore N., distant 7 miles. At 5:30 p. m. a sail reported from the masthead on the port bow. At 5:50 p. m. saw black smoke two points on starboard bow. At 6:30 p. m. beat to quarters and cleared ship for action, a steamer being in sight. At 7 p. m. sent up a rocket and burned Coston preparatory signal. At 7:10 fired a 24-pound shell across the steamer's bow, which he did not notice. 7:20 p. m. fired a 30-pounder, when the steamer stopped. We boarded her and found her to be the transport *Alabama*, from New Orleans bound to Brazos.

*September 16.*—At 8 a. m. came to anchor in 6 fathoms water at Mobile Bay, Fort Morgan light bearing S. ¼ W., distant ¼ mile. At 3 p. m. notice from Admiral Farragut that the ship's name was changed from *Admiral* to *Fort Morgan*.

*September 27.*—At 6:30 a. m. got underway and proceeded to the navy yard and moored to the cob dock at Brooklyn Navy Yard.

*October 15.*—At 4:10 p. m. got up anchor and proceeded to sea.

*October 30.*—At 1:40 p. m. Ship Shoal light bore N., distant 8 miles. Set fore-and-aft sail and square sails. Hauled up S. W. for a sail; 3 p. m. fired a blank [cartridge] from a 12-pound howitzer and hove a schooner to; clewed up all sail and boarded her and found her to be the British schooner *Benjamin Willis*, from Vera Cruz, bound to New Orleans in ballast with passengers. At 3:20 kept away on our course and set square sails.

*November 3.*—At 8:30 a. m. had the boats secured again; delivered to the *Scioto* one fore gaff. At 10:30 a. m. got underway and proceeded toward Rio Grande. At 10:45 a. m. set fore-and-aft sail. Expended 220 gallons water this twenty-four hours.

*November 5.*—At 6 a. m. saw a schooner bearing W. S. W. and steering west, distant 9 miles. At 6:40 a. m. the schooner hauled her wind to S. W. At 7:30 a. m. sent a boat on board of her. On hailing the schooner the captain said she was from Vera Cruz, bound to New Orleans, but was going into the nearest port on account of her leaking bad. On boarding her, found that one pump could keep her free easily; transferred the crew and officers on board and got ready to take her in tow. From 8 to 12 m.: Put on board a prize crew and made the schooner fast to us astern by a hawser. At 7 p. m. stopped and changed the crew on the prize, and her mate, and ordered her to proceed to New Orleans or Galveston, according to circumstances. At 9 p. m. started ahead.

*November 6.*—Latitude 28° 56′ N., longitude 95° 02′ 30″ W. At 6:55 a. m. got underway and kept on our course. At 7:10 a. m. set

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all sail. At 7:15 a. m. saw a schooner ahead and gave chase. At 8:30 boarded and seized the schooner as a prize and put a prize crew on board of her and ordered her to New Orleans, in charge of Acting Ensign Peter Faunce. At 11 a. m. parted from the prize and we made all sail for Galveston.

*November 8.*—Latitude 28° 54′ N., longitude 98° 56′ W. At 5:45 p. m. the hawser parted on board of the schooner; stopped and run it again; 6:40 p. m. started ahead again and set all fore-and-aft sail. At 10:45 a. m. sent a boat on board of the prize and ordered her to proceed direct to New Orleans.

*November 13.*—From meridian to 4 p. m.: Passed schooner *Lone*, in charge of Acting Ensign Faunce.

*November 30.*—At 3:30 p. m. came to anchor in 4 fathoms water with 15 fathoms chain on port anchor, Brooklyn Navy Yard.

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*Abstract log of the U. S. S. Arkansas, June 29 to August 29, 1863, Acting Volunteer Lieutenant William H. West, U. S. Navy, commanding.*

*June 29, 1863.*—Navy yard, Philadelphia, Pa. At 4 p. m. dropped alongside the *Massachusetts* and finished transferring on board (stores) *Tonowanda*. At. 5:45 p. m. started down the river in charge of pilot.

*July 2.*—At 6:25 p. m. sighted the fleet off New Inlet, N. C. At 8:30 p. m. came to off Old Inlet and supplied the ships *Florida*, *Chocura*, *Victoria*, and *Violet* with fresh provisions. At 11:30 p. m. hove up anchor and started ahead.

*July 3.*—At 8:45 p. m. came near the U. S. S. *New Ironsides*, supplied the *New Ironsides* and *Powhatan*. Transferred all officers (passengers) for the different ships to the *New Ironsides*.

*July 4.*—At 6 p. m. came to near the flagship *Wabash* in Port Royal Harbor.

*July 7.*—At 5:30 a. m. came to off Charleston, near the *New Ironsides*. Supplied *New Ironsides*, *Memphis*, *Powhatan*, and others with ice.

*July 10.*—At 4:30 a. m. came to off Newport News.

*July 11.*—At 6:15 p. m. came to off the Philadelphia Navy Yard; sent passengers and discharged men on shore.

*July 14.*—From meridian to 4 p. m.: Sent powder, fixed ammunition, and loaded shell to the magazine. At 2:15 p. m., while the magazine was open, the ship was discovered to be on fire—in the engine room. Origin of the fire supposed to have originated from a tank of rosin oil taking fire; through the promptness of our engineers the fire was quietly put out without doing the ship any damage.

*July 20.*—At 4:30 p. m. received crew from receiving ship. At 5 left the dock at navy yard and proceeded down the river in charge of pilot.

*July 25.*—At 10 a. m. came to off Charleston, S. C., and supplied U. S. S. *Canandaigua*.

*July 30.*—At 4:20 p. m. came to anchor near the frigate *Wabash*. Lieutenant Preston reported for passage north. Received on board 19 discharged men. At 4:50 got underway.

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*August 2.*—At 12:45 a. m. came to at Newport News and communicated with the U. S. S. *Roanoke.* Captain Wyman and Lieutenant Preston (passengers) left the ship and went on board the *Roanoke.* At 3:10 a. m. up anchor and proceeded down the bay.

*August 3.*—From midnight to 4 a. m.: Going up the Delaware River. At 2:20 came to at Quarantine. At 6:45 a. m. got underway and proceeded up the river.

*August 8.*—At 2 p. m. received crew on board and a draft of 99 men for passage to South Atlantic Blockading Squadron. At 2:30 p. m. left the dock and steamed down the river in charge of pilot. At 7 p. m. passed Newcastle.

*August 11.*—At 3:30 p. m. sighted the fleet off Charleston, S. C. From 6 to 8 p. m. supplied the fleet inside with fresh provisions. Sent a quantity of Greek fire to the flagship, and transferred a draft of 60 landsmen to tug *Daffodil.* At 9:20 stopped supplying.

*August 17.*—At 10 a. m. Dr. Layton, of U. S. S. *Flambeau,* came on board for passage, and two invalids from the *Commodore Macdonough.*

*August 19.*—Off Morris Island, S. C. At 6:45 a. m. underway and proceeded over the bar.

*August 23.*—At 9:30 a. m. came to off the navy yard, Philadelphia.

*August 27.*—From 8 to meridian all hands employed transferring stores, etc., from the U. S. S. *Arkansas* to the U. S. S. *Massachusetts.*

*August 29.*—From 8 to meridian removing officers' baggage to U. S. S. *Massachusetts.* At 12:30 came alongside and took all mess articles, hammocks, and remainder of crew and went on board the *Massachusetts.*

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*Abstract log of the U. S. S. Bermuda, May 13, 1863, to May 31, 1865, Acting Master J. W. Smith, commanding.*

*May 13, 1863.*—At Philadelphia Navy Yard, Wednesday, at 4 p. m., went into commission; at 6 p. m. got up steam and proceeded down the river; came to anchor at 8 p. m., weather being foggy and thick.

*May 23.*—At 2:30 a. m. came to an anchor in Key West harbor.

*May 27.*—At 10:30 a. m. hove short and proceeded to sea.

*May 30.*—At 7:30 a. m. came to anchor off East Pass of St. George's Sound, in latitude 29° 42′ N., longitude 84° 40′ W.; at 8:30 a. m. supplied the U. S. gunboat *Hendrick Hudson* with stores, etc.; reported the loss of the U. S. bark *Amanda* in the gale of Thursday; crew and officers saved.

*June 4.*—From 12 m. to 4 p. m.: Steaming up the Mississippi River; at 1:15 p. m. anchored off Quarantine Station and was boarded by the doctor, and ordered ten days in quarantine for stopping in Key West.

*June 10.*—From 6 to 8 p. m.: Received the news of the capture of the ship *Jenny Lind* and towboat *Boston* by the rebels at the Passes; also received information by a negro that they intended to attack the Quarantine Station and vessels stationed there. At 7:30 p. m. made out several strange boats, loaded with men, over in the bayou, about 3 miles off. Beat to quarters and cleared for action. At 8:30 p. m. fired a blank shot from the 9-inch pivot and at 8:45 p. m. fired a shell

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from the same gun in the direction of the suspicious boats. At 9 p. m. Captain Smith went on shore, after arranging signals for the night in case of an attack; set quarter watches and lookouts fore and aft; all quiet during the rest of the watch.

*June 15.*—At 6 p. m. cast off from U. S. bark *Fearnot* and started down the river.

*June 16.*—At 1 a. m. commenced to lessen our speed; at 4 a. m. arrived at the Head of the Passes. At 6:30 a. m. South West Pass light-house bore N. by E., 3 miles. At 7 a. m. bar pilot went on shore; shaped a W. by S. ½ S. [course] for Galveston. From 4 to 6 p. m. in chase of a schooner; hove two shell at him, when he hove to and showed Mexican colors. At 5:30 p. m. sent a boat on board of him; found him to be the schooner *Maria Jobean*, from New Orleans for Matamoras, with a load of lumber.

*June 17.*—At 5:45 p. m. came to anchor one-half mile from flagship *Brooklyn*. From 6 to 8 p. m. all hands at work discharging stores for the fleet.

*June 23.*—Steaming down the Mississippi River. From 12 m. to 4 p. m. received the mails from the flagship and from shore for the North. Getting all ready for proceeding down the river.

*June 24.*—At 10 a. m. saw Chandeleur Islands. At 10:30 a. m. saw a sail off the starboard bow; hauled up for her and gave chase. At 11 a. m. boarded her and she proved to be the schooner *M. Antoinette*, from St. Domingo, bound to New Orleans. At 11:30 a. m. boat returned, everything all right. Kept on our course.

*June 25.*—Saw the fleet off Mobile Bay; ran down to the flagship *Ossipee* and came to an anchor at 5 a. m. Sent mails from the fleet on board the flagship; delivered stores to the *Pocahontas;* received on board two steerage and two wardroom officers for passage north; also 9 men and 51 prisoners, with their baggage, for the North; received two sick men and one refugee from gunboat *Pinola* for the North as passengers; supplied the fleet with stores. At 12:15 p. m. hove up anchor and proceeded along the coast. At 3:15 p. m. made Pensacola light-house, and at 4 p. m. saw the shipping in the harbor. At 5:40 p. m. was boarded by the doctor from the fort. At 6 p. m. came to an anchor off the navy yard; delivered all mails for the station to the flagship *Potomac*. At 8 p. m. ordered all prisoners below and placed sentries over them.

*June 26.*—From 8 to 12 p. m., steering along the coast; everything quiet.

*June 27.*—At 12:15 a. m. saw a large light bearing east, supposed to be rebel salt works. At 1:45 a. m. hove to, fired a gun, and burned a signal. At 2 a. m. saw a light bearing N. E., distant 7 miles. At 2:30 a. m. saw a signal and answered it; then burned our number by signals and saw a return signal of the vessel, which we made out to be the U. S. bark *Roebuck*. At 4:30 a. m. the bark *Roebuck* sent her boats out to us with 10 refugees and 4 prisoners, with all of their baggage, and 11 boxes of tobacco, property of one of the refugees, all to go to Key West; also received the mails for the North. At 6:30 a. m. boats left and we hove up anchor and proceeded on our way. At 6:15 p. m. *Port Royal* anchored near us; took on board, for passage north, 2 invalids (seamen), 1 prisoner, 6 men, 3 women, 6 children, refugees from the *Port Royal*, 1 officer from the *J. L. Cham-*



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*bers.* At 8 p. m., all prisoners below and placed sentries over them and took all necessary precaution.

*June 28.*—At 5 a. m. ordered all prisoners on deck and washed decks fore and aft. From 4 to 6 p. m., steaming for Cedar Keys. At 8 p. m. ordered all prisoners below and sentries placed over them, with orders to shoot down the first man attempting to come on deck; also had all arms loaded and brought aft, with supply and reserve boxes.

*June 30.*—At 8 p. m. doubled the sentries and placed them over the prisoners, who were allowed to stop on deck on account of the warm weather and oppression of the atmosphere between decks; took all the usual precautions for their security and mustered the watch aft. At 10:45 p. m. made Logger Head Key light, bearing S. S. W., distant 28 miles.

*July 1.*—At 10:15 a. m. came to an anchor in Key West harbor. At 10:30 a. m. was boarded by the health officer. At 10:40 a. m. Captain Smith went on shore to report to the admiral. At 1:30 p. m. a Government schooner came alongside and took off all the cotton and stores for Key West, also all the refugees, with their baggage; sent 8 prisoners on board the U. S. S. *Magnolia* and 3 on shore to the admiral under a guard of marines. From 4 to 6 p. m., the 3 prisoners sent on shore to the admiral were sent back, with orders to still retain them as prisoners.

*July 2.*—At 12:30 p. m. hove up anchor, took on board a pilot, and took the schooner *Ascension* in tow and proceeded out of the harbor for Port Royal.

*July 12.*—At 3:30 p. m. unmoored the ship and proceeded up to Portsmouth. At 4 p. m. arrived at the navy yard and made fast at the wharf.

*July 14.*—At 5:30 p. m. pilot came on board and we unmoored ship and proceeded down the river. At 6:30 p. m. passed Whaleback light-house and left pilot.

*July 18.*—From 12 to 4 p. m.: Steaming up the river. At 1:30 p. m. set our numbers and was answered by flagship *Princeton.* At 2 p. m. came to an anchor off the navy yard, [Philadelphia], and captain went on shore. From 4 to 8 p. m.: Sent all the invalids to the hospital. At 5:20 p. m. sent all the prisoners on board the flagship, with their baggage; also sent on shore all discharged men.

*July 25.*—At 8:30 p. m. hove up anchor and steamed down the river.

*August 6.*—Steaming along the coast. At 3 p. m. made a sail standing to the eastward and a gunboat in chase. At 3:30 p. m. the gunboat fired a shell across the vessel's bow when she hove to, and was boarded by the steamer's boat. Signalized the steamer and found her to be the U. S. gunboat *Genesee*, bound to Ship Island. At 4 p. m. spoke her and proceeded on our way. Made Chandeleur light-house; bore S. W. ½ S., 12 miles.

*August 13.*—At 8:15 a. m. came in sight of the shipping off the mouth of the Rio Grande; saw a steamer coming out to us under full head of steam, looking suspiciously; beat to general quarters and cleared for action; set our numbers and was answered by the steamer, which proved to be the U. S. gunboat *Princess Royal.* At 8:30 spoke her and followed her in. At 9:30 a. m. came to an anchor and sent the mails on board of the *Princess Royal.* At 11:20 a. m. got under-

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way and proceeded up to the *Cayuga*, lying the west side of the river; supplied her with fresh beef and vegetables and the mails. At 1:30 p. m. finished supplying the U. S. gunboat *Cayuga* and proceeded back to the *Princess Royal* and anchored; supplied her with fresh provisions and stores. At 5:30 p. m. received on board five prisoners from the *Princess Royal*, with their luggage. At 6 p. m. furled all awnings and took on board four more prisoners from the gunboat *Cayuga* and hove short, ready for proceeding to sea.

*August 14.*—Latitude 27° 59′ N., longitude 95° 45′ W. At 12:45 p. m. saw a strange sail bearing N. E., steering a westerly course. At 3:20 p. m. boarded her and found her to be the British schooner *Artist*, of Nassau, N. S., bound from Havana to Matamoras; the captain was reported dead from yellow fever and they claimed that there was no navigator on board. Being so much out of her course, the captain [Smith] felt justified in seizing her; found the chronometer wound and the sextant set at the correct meridian altitude for this date; cargo: Liquors, wines, medicines, etc. When first seen was steering N. N. W., a direct course for Matagorda, Tex., or for the passes about there; she was 138 miles to the north of Matamoras, in 31 fathoms water, and 34 miles from the coast of Texas. At 5:10 p. m. made a sail to N.; kept up for her. From 4 to 6 p. m., still in chase of schooner to windward. At 9 p. m. overhauled schooner and found her to be the British schooner *Carmita*, from Velasco, Tex., to the Balize, with a cargo of 161 bales of cotton; took her in tow and kept on course for Galveston.

*August 15.*—At 5 a. m. made land right abeam, Galveston bearing north. At 5:30 a. m. made the fleet, and at 7 a. m. came to anchor near the *Bienville*. Boats from the ships came alongside and received fresh provisions and ice. From 8 to 12: Still at work supplying boats with their stores; issued rations to the crews of prize schooners *Artist* and *Carmita;* received on board 6 invalids for passage north, and also the crews of the two prize schooners. At 2:30 p. m. cast off the prize schooners and got underway for the *Antona*. At 4:10 p. m. got underway with U. S. S. *Antona* in tow, and kept to the northward and eastward.

*August 26.*—At 5 a. m. made the outer buoy off Port Royal and steered in toward the harbor. At 7:10 a. m. let go anchor astern of the flagship *Vermont*, in Port Royal Harbor. At 10 a. m. got underway. At 11:10 a. m. crossed the bar, bound to Philadelphia. From 12 to 4 p. m.: First part of the watch, saw some cotton floating in the water; lowered the boats and picked up 31 bales. At 1 p. m. hoisted boats and proceeded on our course.

*August 30.*—At 8 a. m. anchored abreast of the navy yard. At 9 a. m. sent all prisoners aboard the *Princeton*.

*September 12.*—Steaming down the Delaware River. At 4 p. m. run a hawser to the flagship *Princeton* from our quarter and hove up anchor; swung round and steamed down the river.

*October 2.*—At 8:10 a. m. fired a gun across schooner's bows and hove her to. At 8:15 a. m., latitude 28° 05′ N., longitude 96° 36′ W., boarded the schooner *Florie*, of Balize, from New Orleans, bound to Matamoras. Having suspicions that she intended to run the blockade on the coast, took charge of her as a prize and sent Acting Ensign H. C. Raymond to take charge of her with a prize crew of 4 men; brought

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all the schooner's crew on board of this ship; secured all papers belonging to the captain and crew and put them under seal on board of the *Bermuda;* left the schooner to lay off and on while we proceeded to Aransas Pass. At 11 a. m. made Aransas Pass. At 11:30 a. m., not seeing the vessels stationed there we were to supply, turned round and proceeded on our way back. At 12 m. saw the schooner *Florie* right ahead. At 1:30 p. m. came up with the schooner and gave her a hawser and took her in tow and proceeded on our course for Galveston.

*October 4.*—Latitude 28° 36′ N., longitude 91° 52′ W. At 11:45 a. m. the schooner hoisted a signal to communicate with us; cleared away a boat, ready to send on board. At noon came to a full stop and sent a boat to the schooner; found her leaking very much; left two more men on board of her and returned to the ship. At 1 p. m. proceeded on our course. At 5 p. m. came to a full stop and sent a boat to the schooner with our fore-topmast staysail for a jib for him, his jib being washed away; left Mr. Dunbar and 3 men on board to assist in pumping schooner. At 5:50 p. m. boat returned and we proceeded on our course.

*October 5.*—At 11:40 p. m. came to anchor astern of U. S. S. *Pensacola* off New Orleans; captain went on shore to report to Commodore Bell.

*October 15.*—At 9 a. m came to anchor in the harbor of Port Royal, near the flagship. At 1 p. m. crossed the bar and shaped a course for Cape Hatteras.

*October 18.*—At 3:35 p. m. came to anchor abreast of the Philadelphia Navy Yard.

*November 14.*—At 6 a. m. hove up anchor and proceeded alongside the dock at the navy yard, [Pensacola]. At 2 p. m. finished putting out stores, etc., and hauled off from the dock and proceeded out of the harbor in charge of a pilot. At 2:30 p. m. crossed the bar and shaped a course for Mobile blockade; saw 3 schooners bound in to Pensacola in company with a large lugger. At 3 p. m. saw the lugger alongside of one of the schooners, which immediately hauled on the wind, as also did one of the other schooners; suspicions being excited as to the character of the lugger's actions, we immediately gave chase; hove to the schooner *Venice* and boarded her; found her all right, from New Orleans, bound to Pensacola; let her proceed and gave chase for the schooner standing out to sea with lugger in tow. At 5 p. m. got within range of the schooner and fired a shell at him. Not heaving to, fired several shell at him; got near enough to reach him, when he hove to, and we immediately boarded him and found he had been taken by privateers out of Perdido Bay. Secured the pirates, 6 in number, and sent them on board of this steamer; found the schooner to be the *Mary Campbell*, from New Orleans, bound to Pensacola; he reported the capture of the other schooner by the same pirates, who put on board 9 men under Captain Duke and started her for Perdido River, the rest of the pirates remaining on board of the *Mary Campbell.* Put the pirates in single irons and took the schooner and lugger in tow and started for Mobile fleet. At 10 p. m. spoke and boarded the bark *Hammond*, from Ship Island for Pensacola; cautioned him about the pirates and let him proceed.

*November 15.*—At 2:15 a. m. came to an anchor near the *Colorado*, and Captain Smith went on board to report; let go of the schooner

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and hauled in our hawser; schooner came to an anchor near us. From 4 to 8 a. m.: Supplied the fleet with beef, ice, and vegetables; brought the captured lugger alongside and took everything out of her and gave her up to the *Colorado*. At 4:30 p. m. got underway and shaped a course for Ship Island.

*November 22.*—At 7 a. m. crossed South West Pass Bar and shaped a course for Sabine Pass; set all sail; released the six prisoners of war, they having promised to comply with the regulations of the ship.

*November 23.*—From 6 to 8 p. m.: Confined the rebel prisoners in single irons for the night.

*February 11, 1864.*—At 6:30 a. m. commenced coaling ship. Received on board prize crew of schooner *Beauregard* for passage to Indian River Inlet, also 8 prisoners for the North; two officers to take passage north reported at 8 a. m. At 9 a. m. cast off from the wharf and steamed out of the harbor. At 10 a. m. Sand Key light-house bore W. by S., distant 2 miles; discharged pilot and shaped course for Indian River.

*February 19.*—At 10 a. m. hove up anchor and went alongside of the navy yard, Philadelphia.

*February 23.*—From 12 to 4 p. m.: Repairing ship, etc.; sent on shore 121 bales of grass and condemned clothing, also 1 bale of cotton picked up at sea.

*May 3.*—Steaming down the Delaware River in charge of a pilot [for West Gulf Squadron].

*May 18.*—At anchor off Pass Cavallo.

*May 19.*—At 12:45 a. m. came to anchor off Brazos River. Steaming along the coast again; stopped engines to communicate with U. S. S. *Chicora*. At 6:30 a. m. weighed anchor and proceeded toward Galveston Bar. At 7:30 p. m. the U. S. S. *Chocura* hove in sight; steamed toward her; communicated with her, and supplied her with provisions, etc.; 30 men came on board for passage north, also several officers. At 7:40 p. m. weighed anchor and proceeded on our course toward Sabine Pass.

*May 20.*—At 4 p. m., latitude 29° 04′ N., longitude 92° 47′ 15″ W. At 6:40 p. m. made a schooner ahead; spoke her; being doubtful as to her character and destination, boarded her; put officer and 4 men on board of her and took her in tow. She was the *Caroline*, from Matamoras, J. M. Richards. At 8:30 p. m. boarded schooner *Amanda*, Mexican prize to *Kanawha*, from Espiritu Santo for New Orleans.

*May 21.*—In Mississippi River. At 1:15 p. m. saw a schooner with British colors set, union down; steered for her and communicated with her; found her to be the schooner *Dart*, from Vera Cruz, bound to New Orleans with passengers; short of provisions and water; sent a hawser to her and took her in tow.

*May 30.*—Latitude 27° 53′ N., longitude 79° 45′ W. From 8 to 12 m.: Saw a strange sail on starboard bow; steered for her and exchanged signals; we then steered for a sloop to the westward; fired a blank cartridge, stopped our engines, and boarded her. H. C. Raymond, acting ensign, went on board and took charge. Finding that she had run out of Indian River Inlet, bound for Nassau, brought her alongside and discharged her cargo; took the hands on board, consisting of three men all told. Employed taking cargo from the

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sloop *Fortunate* on board, consisting of 5 bales of cotton and 1 barrel of turpentine; made a hawser fast to her and took her in tow. At 1:45 p. m. started ahead again, and proceeded on our course. At 5:15 p. m. the sloop *Fortunate*, prize to U. S. S. *Bermuda*, filled with water, parted the hawser which was fast to her, and vanished from river in a short time.

*May 31.*—At anchor in Port Royal Harbor. At 5:30 p. m. weighed anchor, steamed to sea through East Channel.

*June 1.*—Latitude 32° 55′ N., longitude 78° 35′ W. At 12:30 p. m. stopped engines a few moments; picked up some cotton. At 2:15 p. m. saw a strange steamer to the northward; steamed toward her, and soon made her out to be a large rebel steamer—blockade runner. We gave chase, burning during the chase 2 barrels pork and 1 barrel turpentine; as we were gradually overhauling the stranger, gunboat *Huron*, also in chase with us, exchanged signals with her; made all possible sail. From 4 to 6 p. m. still continuing the pursuit and perceptibly gaining on her. Exchanged signals with the *Huron*, steering various courses, after the chase. From 6 to 8 p. m. still in the chase; fired twice at the steamer, shot falling short. At 9 p. m. furled all sail, continuing chase after the steamer, she trying to cross our bow. At 10 p. m. lost sight of the steamer altogether and obliged to give up the chase.

*June 24.*—Latitude 32° 02′ N., longitude 75° 38′ W. At 10:15 a. m. steamed toward a suspicious-looking vessel. At 11:15 a. m. overhauled and hailed her; sent a boat on board, stopping our engines. Acting Ensign J. M. Richards took charge of the boat and overhauled the vessel; returned and reported to be the schooner *Fawn*, British, from Port au Prince, loaded with logwood and bound to Boston. While the engine was stopped, Mr. Brewster, chief engineer, went under the stern in a boat to overhaul propeller, and reported one of the flanges of the propeller broken off. At 11:34 a. m. started ahead again on our course. During this watch fired off our IX-inch rifle guns to clear them out.

*June 26.*—Latitude 27° 38′ N., longitude 79° 14′ W. At 9:45 a. m. saw a steamer ahead with every appearance of being a blockade runner; immediately gave chase; steamer heading in toward the Little Bahamas under full head of steam; continued the chase till 11:30, when we were obliged to haul off the bank, the steamer running into shoal water on the banks, being of light draft. We then steamed off the bank, having proceeded as far as it was safe, and shaped our true course as required. Steaming along outside the Bahamas. At 2:45 p. m. Memory Rock bore per compass east, 9 miles distant.

*July 1.*—At anchor off Mobile Bay. At daylight a blockade runner bound into Mobile Bay was discovered to be aground on the beach, about two miles to the eastward of Fort Morgan. Several of the gunboats went in and fired at her. Several shots were fired from Fort Morgan and the batteries along the beach at the gunboats, resulting in some casualties. The steamer on the beach was completely disabled and sunk by the shots of our boats. From 4 to 8 p. m: The gunboats still engaged destroying the steamer on the beach and engaging the battery of the enemy. At 5 a. m. commenced supplying the squadron with provisions, ice, etc. From

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8 to 12 m.: Employed supplying the squadron, and different vessels still engaged destroying the blockade runner.

*July 8.*—Galveston Bar. At 12:30 p. m. weighed anchor; shaped our course for San Luis. At 3:30 p. m., when passing the wreck of the rebel steamer *Matagorda* (which was driven onto the beach at midnight of the 7th instant and set fire to), the U. S. S. *Kanawha* and *Penguin*, and seeing a number of men on the beach, apparently at work around her, fired off the 30-pound rifle at her, the shot going directly over her abaft the engine and striking close to the beach inside of her, which had the effect of driving off the men on the beach on a full skedaddle. At 4:15 p. m. anchored off *San Luis;* supplied the U. S. S. *Penguin.* At 5:20 p. m. weighed anchor; shaped course for Pass Cavallo.

*July 27.*—At 7:35 a. m. arrived off the navy yard, Philadelphia; anchored abreast the guard ship *Princeton;* all passengers left the ship.

*August 11.*—Steaming down the Delaware. At 3:40 p. m. weighed anchor and proceeded down the river in charge of pilot.

*August 17.*—Latitude 27° 25′ N., longitude 79° 14′ W. At 2:30 p. m. sighted a steamer bearing W. S. W., lying to; steered for her, and fired at her at intervals from IX-inch shells, 15 seconds, two 30-pounder rifle shells, the steamer keeping just out of range of our shot and maneuvering very suspiciously. She was bark-rigged, one smokestack a little forward the mainmast, and was supposed to be the rebel steamer *Florida.* From 4 to 8 p. m. still in chase of the strange steamer. At 6:15 p. m., finding that we could not gain on the chase, the strange steamer leaving us, gave up the chase and proceeded on our course.

*August 22.*—At anchor off Sand Island, supplying the squadron. At 9 a. m. spoke the U. S. S. *Genesee;* proceeded to Pelican Channel and communicated with U. S. S. *Bienville.* At 10 a. m. anchored in 7½ fathoms off Sand Island; tugboat came alongside; all officers for the squadron went on board the tugboat, which took them to the admiral's ship, to report to Admiral Farragut. Captain Smith also went inside to report to the admiral and deliver dispatches. Commenced supplying fleet with beef, ice, provisions, etc. From 8 to 12 p. m. heavy bombardment going on against Fort Morgan; three explosions were observed inside the fort; several heavy guns fired during the night, bombarding Fort Morgan.

*August 23.*—At 2:15 p. m. received orders to proceed to Pensacola. At 2:30 p. m. got underway and steamed out S. E., clear of the shoals. At 3:25 p. m. Fort Morgan light-house bore due north; shaped our course for Pensacola. When off Fort Morgan manned the rigging and gave three cheers to the American flag, which was then hoisted over the rebel fort, Fort Morgan having surrendered to the Army and Navy of the United States. At 8:10 p. m. dropped anchor off Pensacola Bay. At 9 p. m. pilot boarded us; weighed anchor and proceeded up the bay.

*September 7.*—At 1 p. m. Fenwick's Island light-house bore west. At 2:15 p. m. Cape Henlopen in sight, bearing N. W. by N. At 3:40 p. m. Cape Henlopen bore W. by S., 3 miles, pilot in charge; at 11 p. m. ran ship on the flats abreast of Fort Delaware. At 12 p. m. ship still fast in the mud.

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*September 8.*—At 3:40 sighted a sloop on the port bow, or nearly ahead, standing to the east, with port tacks aboard. Hove the helm hard to port slow and stopped and backed engines, but did not succeed in clearing the sloop, striking her on the starboard side; at 8:20 anchored off the navy yard; all the passengers and sick left the ship.

*September 10.*—Received from U. S. receiving ships *Princeton* and *Wyoming* 298 recruits for South Atlantic Blockading Squadron; took on board paymaster's stores, coal, and wood; sent on shore cotton picked up last trip.

*September 28.*—Steaming down the Delaware in charge of pilot. At 2:15 p. m. got underway and proceeded down the river.

*October 21.*—Latitude 28° 55′ N., longitude 91° 43′ 30″ W. Came up with and boarded schooner; proved to be U. S. quartermaster's schooner *Union*, from Brazos de Santiago, with old railroad iron, bound to New Orleans; being short of provisions, supplied her. At 5 p. m. kept on our course.

*October 23.*—At anchor in Mobile Bay. Received on board General Newton and two officers of his staff for passage to Key West. At 5:15 p. m. got underway. At 6 p. m. crossed the bar.

*October 25.*—Latitude 27° 59′ N., longitude 85° 24′ W. At 7:30 p. m. sighted a steamer on the starboard bow; ran for her, and went to quarters. Fired a blank 9-inch cartridge; brought her to, boarded her, found her to be the *General Sherman*, from New York, 7th instant, via Tortugas, bound to New Orleans.

*October 27.*—Lying alongside brig *Rival* at Government wharf, Key West. At 8 a. m. made signals to flagship and fired a blank 9-inch cartridge, but they were not noticed. At 9:30 a. m. an army tugboat came alongside; transferred General Newton and staff; communicated to the flag-officer by the tug. At 10:15 a. m. hove up the anchor and steamed alongside brig *Rival* and made preparations to coal ship.

*November 1.*—At 5 p. m. came to anchor off the navy yard, Philadelphia.

*November 3.*—Lying at anchor off the navy yard, Philadelphia. From 4 to 8 p. m.: Received an order from the commandant of the navy yard to get the battery ready for action and ordering all the officers to be on board the ship by sundown.

*November 15.*—At 11:10 a. m. got underway and steamed down the river, pilot in charge.

*December 1.*—At anchor off Galveston. At 4 p. m. shaped a course for the Rio Grande.

*December 5.*—At anchor off Calcasieu. Received from 4 to 6 p. m., from *New London*, 10 men for passage north. At 5:45 p. m. got underway and stood to sea, bound to New Orleans.

*December 22.*—At 11:45 a. m. came to anchor off Philadelphia Navy Yard.

*December 24.*—Lying at South Wharf, navy yard, Philadelphia.

*January 16, 1865.*—At 2:30 p. m. hove up anchor and steamed down the river in charge of pilot.

*February 11.*—Lying at anchor off Galveston. At 6 p. m. got underway and shaped course for Sabine Pass.

*February 12.*—Latitude 29° 03′ N., longitude 91° 58′ W. At 3 p. m. by Ship Island Shoal light-house in sight, bearing N. E. by E.;

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same time sighted a strange sail; ran for her; she proved to be the prize schooner ———, prize to the U. S. S. *Princess Royal*, for New Orleans.

*March 9 to April 16.*—Lying at anchor in dock, navy yard, Philadelphia.

*May 10.*—Lying at anchor off Galveston. At 8 a. m. anchored close to the *Seminole*, with port anchor and 20 fathoms chain. From 8 to meridian, supplying fleet with fresh provisions.

*May 31.*—At anchor below the navy yard, Philadelphia.

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*Abstract log of the U. S. S. Circassian, December 12, 1862, to November 30, 1865, Acting Volunteer Lieutenant W. B. Eaton, commanding.*

*December 12, 1862.*—Navy yard, New York.

*December 16.*—At 11:40 a. m. got underway for sea.

*March 30, 1863.*—Meridian to 4 p. m.: Made Mullet Key lighthouse, bearing N. N. E., distant 8 miles.

*March 31.*—At 7:30 a. m. fired a shell from 30-pounder pivot at a sloop to heave her to. Sent a boat on board; she proved to be the *Ranger*, a prize to U. S. S. *Fort Henry*. At 5 p. m. in chase of a schooner. At 6 p. m. fired a shot from 30-pounder Parrott for the schooner to heave to. It proved to be a prize to the U. S. S. *Stars and Stripes*, taken at St. Marks.

*June 16.*—At 10:15 a. m. off Sea Horse Key gave chase to a sloop. At 11 fired a 30-pounder shell across her bows and hove her to. Proved to be the Confederate sloop *John Wesley*, from St. Marks to Havana, 12 bales of cotton. Took possession and transferred the crew, consisting of four men. At 2 sent the prize sloop *John Wesley* to Key West in charge of Acting Master's Mate Pendlebury.

*September 21.*—At 9:45 a. m. was boarded by the officer at the picket station (Head of the Passes). While the boat was towing alongside it capsized, and the lieutenant and two privates were drowned in spite of efforts to rescue them.

*September 26.*—At anchor off Pilot Town. At 11:30 p. m. the captain of the U. S. S. *Pampero* came on board with the news that the rebels were at the telegraph station. Went to quarters, sent away the boats armed, and searched the shore, but could find no signs of them.

*May 21, 1864.*—At Boston Harbor, Acting Master Henry Churchill.

*May 22.*—At 3:30 p. m. got underway and steamed down the bay in charge of Boston pilot.

*May 29.*—At 11:45 a. m. came to anchor in 7 fathoms water, 30 fathoms chain on it, Hilton Head bearing by compass S. W. by W. ½ W., 2½ miles distant. From meridian to 4 p. m. discharged ordnance stores to flagship in Port Royal Harbor. At 5 p. m. got underway and stood out of harbor in charge of pilot. Secured anchor.

*June 1.*—From 4 to 6 p. m.: Standing into Key West in charge of pilot. At 5:20 p. m. came to in 6 fathoms, with 30 fathoms at water's edge. Center of the town bore by compass E. N. E., one-half mile distant.

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*June 2.*—At 12:40 p. m. weighed and started ahead in charge of pilot. At 1:30 p. m. pilot left. At 7:50 p. m. made a steamer ahead, stood for her, and fired a gun and hove her to. Boarded her and found her to be the U. S. transport *George W. Peabody*, two days from New Orleans, bound for Tortugas to land 19 prisoners, thence to New York to load for Government.

*June 4.*—At 12:40 p. m. fired a gun to bring chase to. At 1:20 p. m. stopped engines and sent a boat aboard. At 1:40 p. m. boat returned; started ahead.

*June 5.*—At 7:30 a. m. made fast to wharf at navy yard, Pensacola; found here U. S. S. *Potomac*, *Itasca*, and *Cornubia*.

*June 11.*—At 5:20 a. m. observed a gunboat on port bow. At 5:50 a. m. exchanged numbers with U. S. S. *Owasco*. At 6 a. m. stopped and supplied her with fresh meat and ice. At 7 a. m. proceeded; South West Pass light-house bore by compass N. N. W., about 10 miles distant.

*June 15.*—At daylight observed land and squadron on starboard bow. At 6:30 a. m. made number to U. S. S. *Princess Royal*. At 7 came to in 7 fathoms water.

*June 16.*—At 0:35 a. m. weighed and proceeded.

*July 11.*—At 9:40 a. m. came to anchor in 5 fathoms off Charlestown Navy Yard; veered to 25, Bunker Hill Monument N. W. by N., ½ a mile distant. Discharged powder.

*July 13.*—At 1 p. m. weighed and proceeded to S. E. in charge of pilot. At 6:05 spoke U. S. S. *Marblehead*. At 7:30 p. m. fired a shot across a steamer's bow; boarded; proved to be the *Boston*, prize to the *Fort Jackson*, from Bermuda to Wilmington, captured on the 8th. Passed a large ship on fire, burned to water's edge, on 10th instant in latitude 37° 28′ N., longitude 73° 52′ W. At 8 p. m. Cape Cod light bore west 5 miles.

*July 14.*—At 4:45 a. m. resumed our course; several small sail in sight. Exercised at general quarters. Altered course, as requisite, in chase of a large steamer. At 11:50 a. m. exchanged colors with English mail steamer *Arabia*, bound east. At noon exchanged colors with the English mail steamer *Hecla*, latitude 40° 32′ N., longitude 69° 51′ W. At 2:15 p. m. set all square sails and fore-topmast staysail. At 2:25 p. m. spoke the American ship *Missouri*, of New York, from Glasgow, standing to westward; had seen nothing suspicious; informed her of the rebel privateer *Florida* being on the coast.

*July 20.*—At 8:10 a. m. observed Boston light, S. W. by W., ½ mile. At 10:25 a. m. came to in 4 fathoms; veered to 15.

*July 30.*—From noon to 4 p. m. employed receiving stores and ice for Gulf Squadron.

*August 4.*—From noon to 4 p. m.: Steamed out of harbor in charge of pilot. At 1:45 passed Fort Independence; exchanged numbers with U. S. ship *National Guard*.

*August 5.*—At 1 p. m. observed a steamer showing black smoke S. E., steering W. S. W.; altered course and stood toward her; as she appeared suspicious, went to quarters. She proved to be an English mail steamer. At 2:17 proceeded on our way.

*August 17.*—At 12:40 observed Pensacola light. At 4:40 p. m. came to in 5 fathoms abreast of navy yard; veered to 25; employed discharging beef, ice, and vegetables to squadron. From 6 to 8 p. m.:

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Employed discharging beef, ice, and vegetables; arrived, steamer *Selma*, captured at Mobile.

*August 22.*—Steaming up the Mississippi in charge of pilot. At single anchor, New Orleans.

*August 25.*—At 8 a. m. slipped away from wharf and proceeded down the river in charge of pilot.

*August 28.*—At single anchor off Galveston. At 10 p. m. heard the report of two guns W. S. W. At 10:30 observed a rocket fired on same bearing.

*September 3.*—At single anchor off Sabine Pass. At 7 p. m. picked up a boat containing 9 men from the wrecked steamer *Gillum*, from New Orleans to Matamoros. Read funeral service and committed body of deceased, Ed. Reilly, to the deep. At 3:05 p. m. weighed and proceeded.

*September 4.*—At 8 p. m. observed a light; stood for it; lost sight of it; resumed course. At 10:20 p. m. went back on our course, supposing it might be from the raft of those left from the wreck of the *Gillum*. At 11:20 p. m. observed a light N. W.; stood for it. At 11:30 exchanged signals with U. S. S. *Itasca*.

*September 5.*—At 12:30 a. m. spoke and communicated with *Itasca;* informed him of the supposed vicinity of the raft. At 1:30 a. m. proceeded, leaving the *Itasca* to search for it. At 2:25 a. m. set fore-and-aft sails. At 8:50 a. m. observed a schooner and stood for her. At 10 a. m. stopped and boarded the schooner *Cora*, having on board the remainder of the crew of the *Gillum;* took them on board; took schooner in tow and proceeded.

*September 6.*—Steaming up the Mississippi River in charge of pilot. At 1:30 p. m. anchored off coal wharf, New Orleans.

*September 9.*—Proceeding down the Mississippi in charge of captain. At 3:40 p. m. received bar pilot on board. At 3:50 p. m. passed U. S. S. *Pampero* off Pilot Town.

*September 26.*—Moored at wharf, navy yard, Charlestown. At 7:15 a. m passed Forts Independence and Winthrop. At 4:45 a. m. came to with single bower off the navy yard in 6 fathoms; veered to 16.

*October 1.*—At 11 a. m. tug came alongside from Fort Warren with rebel prisoners, 29 officers, 50 men; transferred them on board. At 11:45 a. m. weighed anchor and proceeded in charge of pilot.

*October 4.*—At single anchor, Hampton Roads. At 5:50 p. m. came to with single bower in 10 fathoms.

*October 5.*—At 12:30 p. m. up boats, weighed, and proceeded up the James River in charge of pilot.

*October 7.*—At single anchor in James River in charge of pilot. At 7:30 a. m. U. S. S. *Washington Irving* and tug *No. 1* came alongside; preparing to discharge prisoners to it. At 8:30 a. m. transferred prisoners to U. S. transport *Washington Irving*. At 9:40 a. m. *Washington Irving* cast off and went up the river.

*October 8.*—At single anchor off Fortress Monroe.

*October 10.*—Moored off the Brooklyn Navy Yard.

*October 22.*—At 1 p. m. up boats, weighed, and proceeded out in charge of pilot. At 1:40 p. m. passed Governor's Island.

*October 26.*—At single anchor, Port Royal Harbor. At 7:30 a. m. made number to U. S. S. *Philadelphia*, bearing the flag of Admiral Dahlgren.

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*October 28.*—At 6:45 a. m. weighed. Tug came alongside with Captain Balch, of U. S. S. *Pawnee;* proceeded.. At 7:50 a. m. passed lightship.

*November 5.*—Moored alongside coal wharf, Pensacola Navy Yard.

*November 9.*—At single anchor in Mobile Bay.

*November 11.*—At 3:40 p. m. weighed and proceeded out to sea.

*November 14.*—At single anchor off Galveston.

*November 15.*—At 5:50 p. m. weighed and proceeded.

*December 14.*—From 8 to meridian sent prisoners of war ashore.

*February 5, 1865.*—At 10:30 a. m. Acting Rear-Admiral Thatcher and secretary reported for passage to West Gulf. At 4:50 p. m. weighed and proceeded in charge of pilot. At 6 p. m. passed Fort Warren.

*February 14.*—In charge of pilot at single anchor in Key West. From 4 to 6 p. m.: Discharged a draft of 90 men to U. S. S. *Magnolia* for East Gulf Squadron.

*March 16.*—At single anchor off Galveston.

*March 17.*—From 4 to 6 p. m.: Received passengers from Galveston to New Orleans.

*March 18.*—At 3 a. m. weighed and proceeded.

*April 12.*—At single anchor, navy yard, Charlestown, Mass.

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*Abstract log of the U. S. S. Connecticut, August 23, 1861, to October 5, 1865.*

*August 23, 1861.*—At 2 p. m. went in commission, navy yard, New York.

*August 25.*—At 10:40 a. m. got underway and proceeded down the bay.

*September 5.*—Boarded and examined papers of two fishing smacks. Papers correct. (Off the mouth of Tampa Bay, Fla.)

*September 25.*—At 11 a. m. boarded brig *James Gray*, papers correct.

*November 10.*—At 4 p. m., off Barnegat, spoke steamer *Virginia;* ordered her captain on board; examined his papers; found them correct.

*November 17.*—At 11:30 made Cape Canaveral light-house, S. E., distant 15 miles. At 2:30 p. m. ran down for a schooner; proved to be the *Adeline*, hailing from Nassau. Sent an officer on board of her to overhaul her and fetch her captain and papers on board the *Connecticut*, which was done, and we found sufficient evidence against her and declared her a prize. Put a prize crew on board and took her in tow for Key West.

*November 18.*—At 8 saw a boat close in under the beach, with one sail and one man, steering S. Ran in as near as the water would allow and fired two musket shot ahead of the boat. Lowered a boat and started after her, but when half way to the boat she landed and the man left her and ran into the woods. Boat was recalled without landing.

*November 19.*—From meridian to 4 p. m.: Carried the captain, pilot, supercargo, and mate, prisoners taken on board the *Adeline*,

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to Fort Taylor, allowing them to take their personal effects with them.

*November 21.*—At 1:40 p. m. made a sail bearing W., about 10 miles. At 2:30 came up with her and sent a boat on board. It proved to be the schooner *Zeland*, of Clare, Nova Scotia. The captain said he was from Havana in ballast, bound for Clare, Nova Scotia. He flew English colors, but his position showed that there was something wrong about the vessel. At 4 p. m. sent a prize crew on board, in charge of Master's Mate John Daly, to take her to Key West.

*November 29.*—Off Galveston, Tex., received on board 8 persons captured in the steamboat *Henry Lewis* in Mississippi Sound, November 28, 1861. Six of these were taken from the ship *Danube*, of Portsmouth, N. H., in Mobile Bay. They were confined when the vessel was confiscated and liberated after seven months' incarceration.

*December 11.*—Spoke and boarded six vessels, one of them the prize bark *Empress*, prize to the U. S. sloop of war *Vincennes*.

*December 14.*—Spoke two vessels. Proved to be coal vessels for Port Royal.

*December 15.*—At 7:50 a. m. overhauled and spoke the schooner *Zouave*, from Mystic, Conn., bound to Key West.

*December 17.*—At 7:30 a. m. made fast to the buoy at the navy yard, New York. The United States marshal took all our prisoners off in the tugboat *Chase*.

*January 17, 1862.*—Running down along the Florida coast. At 3:46 p. m. kept off to eastward in chase of a schooner. At 4:20 [Jupiter light-house N. W., 24 miles distant], spoke schooner *Emma*, from Havana to St. John's or Nassau; sent a boat on board the schooner *Emma;* got the captain and papers and brought him on board the U. S. S. *Connecticut;* examined his papers and declared him a prize; sent a prize crew on board and took her in tow for Key West.

*January 18.*—At 7:15 p. m. our prize schooner *Emma* broke adrift. Sent Acting Master Hill aboard to sail her into Key West.

*February 10.*—Off Key West boarded a vessel; found her to be the *J. D. McCarthy*, from Ship Island, bound to Philadelphia. Found her papers correct and let her proceed.

*February 12.*—At 8:55 overhauled a French bark, fifty days out from Bordeaux, bound to Havana.

*February 13.*—At 6 a. m. overhauled brig *Mary Alvine*, of Boston, with a cargo of sugar from the Gulf, bound to New York. At 8 a. m. overhauled the English bark *Dundee*, from Jamaica to London. At 4:25 p. m. overhauled the schooner *R. H. Tamphier*, from Ship Island for New York, and prize schooner *Major Barbour*.

*February 17.*—From 8 a. m. to 6 p. m. spoke two schooners. Satisfactory.

*March 13.*—At 8 a. m. boarded the brig *South Boston*, from Nuevitas, bound to New York.

*March 14.*—Spoke and overhauled two vessels. Satisfactory.

*March 21.*—From meridian to 4 p. m.: Running along the land (Jupiter Inlet light-house); made a sail to the northward. Bore down for her. At 4:45 p. m. boarded the English ship *Princess Royal*, of Windsor, bound from Havana to London, the captain re-

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fusing at first to heave to. He did not have his colors hoisted, only showing them for a moment in the mizzen rigging.

*May 29.*—Running up the Mississippi River. Hove to off Forts St. Philip and Jackson with a shot, and boarded by an officer, and continued up the river.

*June 18.*—At 1:15 p. m. ran after a strange steamer, which proved to be a French gunboat. At 2, Cape Roman light-house distant 15 miles.

*August 7.*—At 3:10 p. m. [Martin's Industry lightship distant 4 miles]. At 7:20 spoke and boarded the American steamer *Honduras;* received late papers from New York. She was bound to Key West with stores.

*August 10.*—At 7:20 a. m. anchored off the navy yard, New York.

[Enclosure.]

HAVANA, *November 4, 1861.*

The American brig *Tempest*, Captain McCobb, from Portland to Havana, was boarded on the 29th ultimo, 12 miles E. by N. from Abaco light-house, by an armed schooner and detained two or three hours, but subsequently released on account of the little value of the cargo (shooks).

Said schooner is fore-and-aft rigged, square sail, lug foresail, jib, flying jib and jib-topsail; painted black; no name; is armed with one pivot gun between foremast and mainmast, four broadside guns two 18s and two 16s); no quarter or stern boats, but one on deck forward of mainmast; 150 to 175 tons burden; crew of about 70 men; trunk cabin; appearance unwarlike and untidy. After leaving the *Tempest* the privateer filled away to the northward, telling the captain that they would look out for her when she came back loaded with sugar.

Subsequently, off Pass of Matanzas, the *Tempest* was boarded by the frigate *San Jacinto*, and the above matter was reported to Captain Wilkes, who, I presume, will look for the privateer, unless he has more important interests to serve.

R. W. SHUFELDT,
*Consul-General.*

The following list of vessels has been furnished by the consul-general at Havana as loading there with a view of running the blockade:

Schooner *Major Barbour*, for New Orleans; schooner *Sam Sayres*, for Halifax; schooner *Parliament*, for Sardinia; schooner *Adeline*, for Nassau (taken as a prize by the *Connecticut* off Cape Canaveral); schooner *Mobile*, for Nassau; brig *Howard*, for Halifax; brig *Allen A. Chapman*, for New Orleans; schooner *Condor*, for Nova Scotia.

*August 23.*—At 4 p. m. finished taking in powder, hove up anchor, and proceeded down the bay, New York.

*October 30.*—At 6:30 made the town of Galveston, Tex. At 1 p. m. discovered a schooner close inshore, at anchor, 15 miles to the eastward of Sabine Pass. Made chase, and at 1:40 came up with her. Lowered three armed boats and boarded her. She proved to be the

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*Hermosa*, from Cienfuegos, Cuba, with an assorted cargo. Sent Acting Master Lee and 6 men on board as a prize crew.

*May 9, 1864.*—Latitude 33° 21′ N., longitude 75° 40′ W. At 11:40 a. m. discovered a strange steamer bearing N. W. from us and steering apparently to the westward. Gave chase for her immediately. At noon still chasing her. From meridian to 4 p. m.: Still chasing the steamer, which we thought to be a screw, and schooner-rigged. At 3:30 p. m. gaining, and, being within gunshot range, fired four shots from the 100-pounder rifle, which struck near her, when she hoisted English colors. At 4 p. m. she rounded to and stopped her engine. Upon reaching her we did the same, and took possession of the steamer as a prize. She proved to be the Anglo-rebel steamer *Minnie*, which had run the blockade at Wilmington last night, bound to Bermuda, loaded with cotton, tobacco, and turpentine. At 4:20 p. m. received on board all of the crew and passengers of the captured steamer *Minnie*, 40 in number, excepting the captain, mate, cook, and steward, who were to be sent north in the steamer. Upon searching the prize found a quantity of gold on board. From 6 to 8 p. m.: Ordered Acting Ensign F. Wallace on board as prize master. Ordered the prize to Boston, stopping at New York if necessary.

*May 10.*—At noon, latitude 33° 25′ N., longitude 75° 47′ W. At 12:10 discovered a strange sail bearing S. W.; made her out to be a steamer. Immediately gave chase and saw that she was a three-masted propeller, burning black smoke, with all sail set. At 1:30 p. m. called all hands to quarters. Steamer throwing cotton overboard. Fired a shot from No. 2 pivot gun at her and one from No. 1 broadside gun, upon which she rounded to and hauled down the English ensign, which she had previously hoisted. At 1:40 p. m. boarded her and she proved to be the Anglo-rebel steamer *Greyhound*, having run the blockade last night from Wilmington, N. C., bound to Bermuda, loaded with cotton, tobacco, and turpentine, and having among her passengers the famous rebel lady, Miss Belle Boyd, and her servant. At 2:30 p. m. received on board all the crew of the steamer *Greyhound* excepting the captain, mate, cook, steward, and the ladies and two servants. From 6 to 8 p. m. sent a prize crew on board the *Greyhound*, Acting Ensign Samuel Harding, jr., in charge. From 8 to midnight steamed ahead slow, convoying the prize.

*May 11.*—At 5:40 a. m. stood down for the prize and took her in tow.

*May 12.*—At 12:45 p. m. cast off the prize, and at 1:20 p. m. stopped the engine at Newport News.

*June 12.*—At noon, latitude 32° 24′ N., longitude 77° 28′ W. In company with the *Keystone* [*State*] in chase of a large white steamer with two masts, two smoke-stacks, and evidently a blockade runner. At 7:10 p. m. lost sight of steamer and gave up chase.

*July 11.*—At 4:15 a. m. a steamer was reported bearing E. Gave chase, and at 4:30 made her out one of our cruisers and at the same time discovered black smoke and masts of a blockade running steamer, bearing about N., distant 15 miles. Immediately gave chase and got up additional steam. The other steamer was reported to be the *Keystone State*, in chase of the strange steamer and nearer to her

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by 6 or 8 miles than the *Connecticut*. Both continued the chase. At 6:30, perceiving that we were not gaining on the chase, and the *Keystone State* being so much nearer, stood a better chance for the capture, gave up the chase. Moderated the steam and found ourselves amidst a quantity of bales of cotton. Lowered the boats and commenced picking it up. At 7:20 lost sight of the *Keystone State*. At 1:50 p. m. finished picking up cotton that was in sight, which was 90 bales altogether. Latitude 33° 35′ N., longitude 76° 43′ W.—noon.

*July 30.*—At Boston Navy Yard. At 4:30 p. m. hove up anchor and at 4:50 p. m. got underway and steamed down Boston Harbor.

*August 4.*—At 1 p. m. entered Port Royal Harbor.

*August 13.*—At 9:30 a. m. weighed anchor and followed the *Genesee* up toward Fort Gaines. At 11:15 a. m. the *Hartford's* pilot anchored us in 6½ fathoms water. From meridian to 4 the ram *Tennessee* engaged Fort Morgan.

*August 14.*—At 12:30 p. m. came to anchor off St. Joseph's Bay in 5 fathoms water and veered to 30 fathoms on port chain. At 2 p. m. four boats came from the bark *Pursuit*. At 3:45 p. m. got underway and stood inshore. At 4 p. m. came to anchor in 4½ fathoms water and veered to 45 fathoms, starboard anchor.

*August 17.*—At anchor, Cedar Keys, Fla. At 7 p. m. got underway.

*August 23.*—At anchor, Hampton Roads, Va.

*August 26.*—At 3:50 p. m. got underway and proceeded to sea in charge of pilot.

*September 13.*—At anchor, Port Royal, S. C.

*September 22.*—At anchor, Pensacola Harbor.

*September 24.*—At 1 p. m. got underway in charge of pilot. At 2 p. m. pilot left the ship.

*September 29.*—Latitude 32° 27′ N., longitude 76° 51′ W. At 3:55 p. m. discovered a suspicious-looking steamer, with two funnels, showing black smoke, bearing E. by N., standing to the southward. Stood for her and gave chase. At 4:20 p. m. saw a steamer bearing N. N. E. in chase of the strange steamer. At 4:40 p. m. exchanged numbers with her; she proved to be the U. S. S. *Keystone State*. At 4:50 p. m. commenced firing the pivot guns Nos. 1 and 2 at the blockade runner, she being about three points on our port bow and within range. At the same time hoisted our ensign. The chase hoisted the English ensign and continued on, steering about S. by E. At dusk lost sight of the *Keystone State*, bearing north. At 7 p. m. lost sight of the chase, but continued on the same course until 7:30 p. m., when we gave up the chase and continued on our course to the northward and eastward for Cape Hatteras. Fired during the chase 12 shots from the 100-pounder Parrott and 4 from the 30-pounder Parrott.

*September 30.*—At 5:30 p. m. came to anchor in Hampton Roads, abreast of Fortress Monroe, in 11 fathoms water, starboard anchor, with 50 fathoms chain.

*October 2.*—At 11 a. m. got underway and stood out of the Roads, in charge of the pilot, toward Cape Henry.

*October 5.*—At 9 a. m. came to anchor in Boston Harbor, off Charlestown Navy Yard, 4 fathoms water, 20 fathoms chain, starboard anchor.

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*Abstract log of the U. S. S. Donegal, September 3 to December 15, 1864, Acting Volunteer Lieutenant W. H. West, U. S. Navy, commanding.*

*September 3, 1864.*—At 1:30 p. m. transferred officers and crew of U. S. S. *Massachusetts* to U. S. S. *Donegal* and [she] went into commission. At 2 p. m. left the South Wharf, went out into the stream, and [*Donegal*] made fast to U. S. S. *Massachusetts*. Received balance of our crew and handed over U. S. S. *Massachusetts* to the executive officer of the yard; received on board a draft of 200 men for South Atlantic Squadron. At 2:20 p. m. cast off and proceeded down the river, Delaware pilot in charge of the ship.

*September 11.*—At 6 p. m. stopped and made fast by a hawser to *Braziliera*, at anchor in St. Simon's Sound. Supplied her. At 6:20 p. m. cast off from *Braziliera* and stood to sea.

*September 16.*—From midnight to 4 a. m., going up Delaware Bay, ship in charge of Delaware Bay pilot. At 11:30 a. m. came to with 20 fathoms chain off Philadelphia Navy Yard.

*September 24.*—At 3:35 p. m. left the wharf. At 3:45 p. m. came to in the stream; received our crew and a draft of men from receiving ship for the South Atlantic Squadron.

*September 27.*—At 9 p. m. came to with 20 fathoms chain inside Charleston Bar.

*December 9.*—Latitude 33° 11′ N., longitude 77° 04′ W. From 4 to 6 a. m.: A heavy sea running; considerable strain on the hawsers; examined them through the watch. At 8.30 a. m. hauled out the foot of the main trysail; ship rolling and laboring heavily, bringing a great strain upon the hawsers. Examining them every little while. At 11 a. m. ship's cook reported that it was impossible to cook in the coppers, they having capsized and badly scalded the captain's cook, George Wilkins. Upper works of the ship working badly; a very heavy sea running. At 3 p. m. wore ship; examined the hawsers carefully through the watch; ship rolling heavily and straining badly. From 4 to 6 p. m.: Very heavy sea running; ship laboring and great strain on the hawsers; examined them every few minutes. At 7 p. m. set fore-trysail; ship laboring and straining hard; upper works working badly; shipping sea on deck; a very great strain on the hawsers; a very heavy sea running; examined the hawsers every few minutes. At 9 p. m. a very heavy squall of wind and rain from S. E., accompanied with a heavy sea, parted both hawsers; it was so thick could not see over 100 feet from ship. The squall lasted fifteen minutes, ship laboring very heavily, rolling both guards under and shipping large quantities of water on deck. At 9:45 p. m. another squall from S. E. to S. S. E.; ship laboring heavily throughout the watch; upper works working very badly.

*December 10.*—At 10:35 a. m. exchanged numbers with U. S. S. *Keystone State*; a heavy sea from southeast. At 4:45 p. m. made Cape Hatteras light to the N. W. by N., distant 15 miles.

*December 12.*—At 11 a. m. came to with 20 fathoms chain off Philadelphia Navy Yard.

*December 14.*—From 8 to meridian, transferring ship's stores to yard.



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*December 15.*—At 4 p. m. finished transferring stores, officers, and crew; went on board U. S. S. *Massachusetts.* Left the *Donegal* in charge of a ship keeper.

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*Abstract log of the U. S. S. Massachusetts, May 24, 1861, to January 4, 1865, Commander Melancton Smith, commanding.*

*May 24, 1861.*—At 11 a. m. put ship in commission, [navy yard, Boston].

*May 27.*—At 11 a. m. steamed down the harbor, [Boston].

*June 9.*—Latitude 27° 45′ N., longitude 85° 25′ W. At 7 a. m. boarded ship *Perthshire*, of Hartford, from Mobile, bound to Liverpool with cargo of cotton, said ship having been boarded off Pensacola by United States [Gulf Blockading] Squadron and warned not to enter Pensacola Harbor; was made prize of; put prize crew on board, with orders for Pensacola.

*June 13.*—At 9:30 a. m. got underway and stood for Chandeleur Island after a schooner. At 10:15 boarded her. She proved to be the schooner *Star*, of Annapolis, Nova Scotia, from Aux Cayes, bound to New Orleans. Endorsed her papers, warning her off.

*June 16.*—At 6:15 a. m. got underway and stood after a strange sail. At 8:30 spoke and boarded the English ship *Digby*, from Liverpool, bound to New Orleans with salt, and warned her off.

*June 17.*—At 8:30 a. m. came to off Chandeleur light. Boarded and took possession of schooner *Achilles*, of New Orleans, which was sailing under Confederate States papers. At 11 got underway and steered over toward Ship Island. At 12:25 p. m. sent the schooner *Achilles*, with an officer and three men, ashore at Ship Island to reconnoiter. 4 to 6 p. m., schooner returned from Ship Island.

*June 18.*—At 1:45 p. m. got underway with schooner *Achilles* in tow, and steamed for Pass à l'Outre. At 10:10 anchored at Pass à l'Outre.

*June 19.*—At 8:30 p. m. saw a hermaphrodite brig. At 9 got underway and stood in chase. At 11 fired a gun and brought her to; boarded and took her in tow. She proved to be the brig *N. Stetson*, from Tampico for New Orleans, warned off same day, and endeavoring to run the blockade.

*June 20.*—At 3 a. m. arrived at Pass à l'Outre with said brig in tow and anchored. Sent a boat's crew on board the brig. Put the pilot, W. O. Russel, on board brig as prize master. At 12:30 p. m. got underway and stood out.

*June 23.*—At 9 a. m. saw a steamboat. At 10:30 sent three armed boats to intercept a steamer; could not reach her with the guns, and found her to be too fast for the boats. At 12 m. saw mail steamer *Oregon;* fired three shots from pivot gun, five from gunboat, and turned her back. At 3:30 p. m. steamboat *J. D. Sadin* came within 2 miles; fired two shots from pivot gun and two shells from main-deck guns. Steamer hauled inshore. At 6 saw five schooners coming for us. At 10 schooner *Brilliante*, of ———, with flour; schooner *Olive Branch*, of Mobile, with turpentine; schooner *Three Brothers* [*Trois Freres*], with salt and oats, for Mobile; schooner *Fanny*, with railroad iron, for Mobile; *Basilde*, brick, for Mobile, came up and anchored under our lee. Were captured by [M. H.] Sawyer, [acting

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master], [C. J.] Van Alstine, [acting master's mate], and [Frank B.] Meriam, [acting master's mate]. At 10 a steamer came near us; fired a shot at her from pivot gun; the steamer left. At 11 got underway and took the schooners in tow.

*June 24.*—4 to 8 a. m.: Prize schooners in tow. 6 to 8 p. m.: Came to at Pass à l'Outre and anchored prizes. At 8, anchored.

*June 25.*—At 5:30 p. m. crews board schooners for Key West. At 8 all the prize schooners got underway and stood out to sea in charge of Lieutenant Selden, assisted by Acting Master [M. H.] Sawyer.

*July 8.*—At 8:20 p. m. threw a shot from pivot gun at a light on Ship Island.

*July 9.*—At daylight discovered three rebel flags and three batteries on Ship Island. At 5:10 a. m. the middle and upper batteries opened upon us with one rifle shot each, to which we replied with two 15-second shells from the first division and six round shot from the pivot gun. At 5:30 fired our last shot, and the battery not replying, we ceased firing. Two steamboats from the westward came to off the batteries at Ship Island. At 9 a shot was fired from the fort that fell one-fourth mile from us. Steamers *Grey Cloud* and *Oregon* lay on the north side of the fort. We fired one shot from pivot gun. We then stood for Chandeleur Island.

*July 13.*—At daylight discovered two steamboats lying at Ship Island. At 10:30 a. m. weighed anchor on the approach of steamers *Oregon* and *Arrow*, bearing secession flags, and the steamer *Oregon* with the American ensign union down. We discharged from our pivot gun eleven shot and eight 8-inch 15-second shells from main-deck guns; there were some 30 or 40 guns discharged from the rebel steamers; they then returned to Ship Island. At 3 p. m. saw rebel steamer coming out from Ship Island with intent to cut off schooner. We steamed to intercept said steamer. Turned her back. From 4 to 6: Stood down to the schooner, boarded her. She proved to be the *Hiland*, of New Orleans, lately released by the steamer Brooklyn.

*July 15.*—8 to meridian: The batteries on Ship Island fired two guns. A number of steamers and schooners in sight near Ship Island.

*July 16.*—At 10 a. m. saw four steamers and two schooners evidently preparing to attack us. Called all hands to quarters, but, the steamers returning, we anchored.

*August 7.*—At 9 a. m. a small sloop in sight. At 10 sent the gig and second cutter to examine her. From 4 to 6: Boats returned with prize sloop *Charles Henry*, of Mobile.

*August 8.*—From 8 to meridian: A rebel cutter stood in toward us from Ship Island.

*August 19.*—Meridian to 4 p. m.: A rebel cutter in sight out past Ship Island. At 3:45 got up a head of steam. Discharged one gun at Ship Island batteries. Two steamers and two schooners in sight, standing up the sound. At 4:14 got underway and stood toward the schooner, which squared away before the wind and stood toward Ship Island out of gunshot range.

*October 18.*—At 10 a. m. a rebel steamer standing from Biloxi toward us. Hove short on chain. Steamer bore away from us.

*October 25.*—At 2 p. m. the secession steamer *California*, passed 6 miles off, standing west.

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*October 26.*—At 9:30 a. m. sent second cutter to entrance of Ship Island to destroy rebel boats left on the island. From 4 to 6: First cutter, armed, returned from shore. Expended 4 rifle cartridges, 3 carbine, and 23 revolver cartridges.

*October 31.*—Rebel steamer *Lewis* passed to the westward.

*November 3.*—Rebel steamer *Whitman* passed to the westward.

*November 10.*—At 11:30 a. m. a suspicious, black-looking steamer, with one smoke pipe, emerged from behind Cat Island and made for the squadron. Steam was immediately ordered up, but the enemy did not leave the shoals and suddenly turned about.

*November 11.*—Rebel gunboats and schooners seen passing to and fro.

*December 11.*—At 2:30 p. m. approached the rebel gunboat *Oregon* as near as the depth of the water would allow and fired two shots from our rifled gun, but they fell a long way short of her. She and the *Pamlico* turned and stood to the westward. We then stood to the eastward to meet the *Florida* and *Grey Cloud*, but the *Grey Cloud* ran into Biloxi and the *Florida* turned toward Mobile.

*December 29.*—At 2 p. m. a rebel steamer appeared behind Cat Island; the *Water Witch* and *New London* were immediately dispatched in pursuit, when the enemy turned and ran away.

*January 16, 1862.*—At 4 p. m. saw a sloop in the sound standing for us. Sent a boat out to communicate with her.

*January 19.*—At 12:45 p. m. saw two rebel steamers. Weighed anchor and stood for them. At 3 the rebel steamers stood west, and we came back to our anchorage.

*February 2.*—At 1:30 p. m. the *New London* got underway and stood in chase of a rebel steamer in the sound; on nearing the rebel several shots were exchanged, after which the rebel steamer turned and ran into Pass Christian.

*February 24.*—At 7:50 came to anchor, [navy yard, Brooklyn].

*March 10, 1863.*—At 1 p. m. received the crew on board, consisting of 30 seamen, 19 ordinary seamen, 29 landsmen, 10 boys, 8 firemen, 10 coal heavers, making a total of 106 men [at Brooklyn Navy Yard].

*March 11.*—At 7 a. m commenced receiving stores from the yard, stowing main hold with beef, provisions, etc. At 11:15 a. m. left the yard and anchored in the stream. Received a draft of men (104) for Port Royal and 15 mechanics for Port Royal and 7 officers as passengers for the South Atlantic Blockading Squadron; received powder from a barge alongside. At 1:30 p. m. got underway; proceeded down the bay in charge of a pilot; made all sail. At 4 p. m. Highland light bore west.

*March 14.*—At 1 p. m. came to anchor off Georgetown inlet. At 5:30 got underway; transferred the mails and dispatches to the *Conemaugh*, to be taken to Port Royal.

*March 24.*—Off Charleston, S. C. From 8 to 12 a. m. received from *New Ironsides* 9 rebel soldier prisoners—William P. Burk, John Hook, William Kelly, Ste. Davis, James Finily, Mal. Bethune, James Jackson, Jacob Field, Sterling Clark, Richard Brown (invalid), from *Powhatan*, First Assistant Engineer William Roberts, from *Housatonic*. At 11:20 a. m. got underway.

*March 28.*—At 10 a. m. arrived at Hampton Roads; sent the mail ashore at Fortress Monroe and proceeded to Newport News, to report to Admiral Lee; came to anchor.

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*March 30.*—At 9:15 a. m. came to anchor off the Philadelphia Navy Yard.

*April 5.*—At 5:50 a. m. got underway and proceeded down the river in charge of the pilot. At 11 a. m. passed Cross Ledge light-boat, steamer *Saxon* in company. At 12 m. passed Brandywine light-house.

*April 13.*—At 5:35 a. m. sighted the Port Royal light-ship. At 8:30 a. m. came to near the *Wabash*. From 6 to 8 p. m.: Received the following-named prisoners: John Butler, John Doyle, John Johnson, William Ryan, Richard Lakeman, George Murray, John Pickett, prize crew of *Henry*, and 13 invalids, and Arthur Corge, to go north, by order of Admiral Du Pont.

*June 29.*—From midnight to 4 p. m. transferring crew and stores to the U. S. S. *Arkansas*.

*June 30–August 29.*—At Philadelphia Navy Yard.

*December 21.*—At 9:25 p. m. anchored off St. John's with starboard anchor.

*December 23.*—At 1:15 a. m. came to near *Vermont*. At 10:15 a. m. commenced receiving cotton from the prize steamer *Chatham* alongside. Finished receiving cotton and tobacco from prize steamer *Chatham*. At 7:50 p. m. got underway for Charleston.

*December 24.*—At 6:15 a. m. got underway and steered E. N. E.

*March 5, 1864.*—At 2 p. m. proceeded down the river in charge of pilot. At midnight Cape Henry light bore W., distant about 5 miles; shaped our course S. S. E.

*March 11.*—At 12 m. got underway from Port Royal, bound to Tybee Roads. At 3:30 p. m. came to anchor in Tybee and supplied *South Carolina* and *T. A. Ward*.

*March 12.*—At 6:20 a. m. got underway and steamed out of Wassaw. In coming out, captured Confederate sloop *Persis*, from Savannah, with cotton, without compass or log, and sent the same (after taking three of the crew on board this vessel) to Port Royal, in charge of Acting Ensign B. F. Morris and a prize crew. At 8:50 a. m. came to anchor off Ossabaw Sound, near the outer buoy, and supplied *Water Witch* and *Fernandina*. At 9:55 a. m. got underway and steered to the S. W. At 11 a. m. passed an Army steamer steering N. E. At 3:15 p. m. arrived off Doboy Sound and came to anchor with 15 fathoms chain.

*March 13.*—At 5:50 p. m. arrived off *Fernandina* and came to with 15 fathoms chain; fired a gun and set our numbers. At 7:20 p. m. got underway for Port Royal.

*March 14.*—At 5 a. m. sighted the light-boat on Martin's Industry Shoal. At 7:20 a. m. arrived at Port Royal Harbor and came to anchor with 25 fathoms chain. At 9:30 a. m. prize steamer *Chatham* (with sloop *Buffalo's* cargo of cotton on board) with sloop *Persis* in tow came alongside; commenced taking cotton from them; sent one refugee and three rebel deserters (officers) to the *Vermont*. Acting Ensign B. F. Morris and two men returned on board. Received on board Captain Thompson and one of the crew of the sloop *Persis* (prize). From 4 to 6 p. m.: Captain Stellman (schooner *Louisa Frazer*), 11 blockade runners, and 12 invalids came on board for passage north. At 10:30 p. m. got underway and proceeded down the harbor. At 11:25 p. m. came to anchor off the middle buoy, it becoming so thick, could not see the range lights.

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*March 17.*—At 6:30 p. m. came to anchor off Newport News. At 10 p. m. proceeded seaward.

*March 18.*—At meridian passed Cape Henlopen, ship in charge of a Delaware pilot. At 1 p. m. saw a brig on Brandywine Shoals, with her colors union down; took in all sail and stood for her. At 1:50 p. m. came up and stopped engine, but was unable to get near enough to render any assistance. The captain of the brig came on board to go to Philadelphia to procure assistance. At 2 p. m. started ahead and made all sail. At 8:10 p. m. came to anchor off the navy yard, Philadelphia.

*March 26.*—At Philadelphia Navy Yard.

*March 27.*—At 6:30 a. m. got underway and proceeded down the river.

*April 3.*—At 10:45 p. m. fired No. 1 gun, port battery, burned a rocket and a preparatory signal to vessels laying at Doboy, but received no answer. At 11:30 p. m. came to anchor with starboard anchor.

*April 9.*—At 9 a. m. lay to near the flagship *Minnesota*, and at 10 a. m. proceeded down the roads. At 10:45 a. m. stopped off Fortress Monroe and sent the mails and Commander Stevens and Gunner Hill on shore. At 11:30 a. m. discharged pilot and proceeded seaward.

*April 11.*—At 6:40 a. m. came to anchor off the navy yard, [Philadelphia].

*April 16.*—At 12:20 p. m. steamed out from the navy yard to the receiving ship and sent boats to her for our men; stopped engine. At 2:10 p. m. started ahead and proceeded down the river in charge of the Delaware pilot.

*May 20.*—From 4 to 6 p. m. going up the Delaware Bay, pilot in charge. From 8 to midnight: Passed U. S. S. *Iroquois* at anchor off Fort Mifflin. At 11:30 p. m. came to off Philadelphia Navy Yard.

*May 28.*—At 2:30 p. m. got underway and proceeded down the Delaware River in charge of pilot.

*May 29.*—At 7:45 p. m. sighted Cape Hatteras light, bearing S. W., distant 15 miles.

*May 30.*—At 12:35 p. m. black smoke was reported by the lookout aloft. At 12:45 p. m. it was discovered to come from a steamer standing to the southward and eastward. At the same [time] made chase for her. At 2 p. m. gaining rapidly on her; the strange vessel began throwing over cargo and continued it through this watch. At 4:30 p. m. a steamer in sight to the eastward steering for the strange vessel. At 5 p. m. exchanged numbers with her; it proved to be the U. S. S. *Keystone State.* At 5:30 p. m. opened fire from our rifle gun; the first four fuze shell burst just after leaving the gun, the balance (empty shell), 18 in all, struck astern and alongside of her. At 6:10 p. m. strange steamer hove to; a boat from *Keystone State* (senior ship) boarded her. At 6:20 p. m. stopped the engine; captain went on board *Keystone State;* strange vessel proved to be the *Caledonia*, from Bermuda, attempting to run into Wilmington, N. C. Received on board 28 prisoners, consisting of officers and crew from her. Sent Second Assistant Engineer H. McMurtrie and Acting Master's Mate Joseph Richardson, with 6 landsmen, on board *Caledonia.* At 7:50 p. m. started aheard on our course. At 10 p. m. no bottom at 30 fathoms. At 11 p. m. sounded in 24 fathoms. At mid-

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night sounded at 20 fathoms; saw a steamer steering to the N. and E., with her running lights set.

*May 31.*—At 4:30 a. m. made Cape Romain, bearing N. by W., distant 7 miles. At 7 a. m. exchanged numbers with U. S. S. *Flag*, off Charleston Bar. At 2:10 p. m. came to with 20 fathoms chain close to the *New Ironsides*.

*June 5.*—At 8:15 a. m. got underway and proceeded out over the [Charleston] bar.

*June 9.*—At 5:50 p. m. made the ship fast alongside the U. S. S. *Bermuda*, navy-yard wharf.

*July 2.*—At 12:30 p. m. left the wharf and came to in the stream. At 12:50 p. m. received on board our crew. At 1:30 p. m. received on board a draft of 192 men to be transferred to the South Atlantic Squadron. At 2:20 p. m. got underway and proceeded down the river, pilot in charge.

*July 10.*—At 5 a. m. came to in Port Royal Harbor; received for passage north a number of discharged men and mechanics. A number of officers and mechanics reported for passage north. At 12:20 p. m. passed the outer buoy.

*July 21.*—At 5:50 p. m. moored the ship alongside the South Wharf, [Philadelphia].

*August 13.*—At 10:30 p. m. got underway and proceeded down the river, Delaware pilot in charge.

*August 24.*—Latitude 34° 11′ N., longitude 76° 20′ W. At 12:30 p. m. sighted black smoke and at the same time gave chase in the direction of it, S. E. At 1:15 p. m. sighted a steamer in full pursuit of another steamer. At 1:30 p. m. exchanged numbers with the U. S. S. *Gettysburg;* also, at 1:35 p. m., exchanged numbers with the U. S. S. *Keystone State*, in full chase. At 2 p. m. beat to general quarters. At 2:20 p. m. beat the retreat. At 2:27 p. m. stopped the engine; captain went on board the *Keystone State* and then on board of strange steamer, which proved to be prize steamer *Lilian*, loaded with cotton, from Wilmington, N. C.; sent 20 men on board of prize to help stop a leak; sent Acting Second Assistant Engineer Thomas Winship, Acting Master's Mate A. K. Noyes, 6 landsmen, and 2 firemen on board prize as part of the prize crew. At 4:50 p. m. the boat returned with 20 men. At 5 p. m. started on our course.

*August 26.*—At 9:15 a. m. came to off Philadelphia Navy Yard. At 10:30 a. m. sent all passengers on shore.

*September 1.*—At 10 a. m. transferred powder into a tug alongside; also transferring stores to U. S. S. *Donegal.*

*September 2.*—From meridian to 4 p. m., transferring ship's stores and baggage to U. S. S. *Donegal.*

*December 17.*—From 6 to 8 p. m. going down river, Delaware pilot in charge. At 8 p. m. came to with 20 fathoms chain off Newcastle, being thick and foggy.

*December 18.*—At 2:45 a. m. got underway and proceeded down the river.

*December 27.*—At 9:20 p. m. exchanged numbers (by Coston signals) with U. S. S. *Ottawa.* At 9:45 p. m. came to with 25 fathoms chain off St. John's Bar. Received from the *Ethan Allen* 8 prisoners of war and 8 escaped Union Soldiers.

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*December 29.*—From 4 to 6 p. m. received a number of discharged men, refugees, prisoners of war, to go north. Got underway at midnight.

*January 3, 1865.*—At 1:30 p. m. exchanged numbers with the *Princeton* at the navy yard. At 1:45 p. m. came to anchor off the navy yard. At 2 p. m. got up anchor and went alongside the *Galena* and made fast.

*January 4.*—At 1:20 p. m. sent 84 prisoners on the receiving ship *Princeton.* At 2 p. m. cast off from the *Galena* and hauled to the South Wharf.

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*Abstract log of the U. S. S. New Berne, August 5, 1863, to August 16, 1864, Acting Volunteer Lieutenant T. A. Harris, commanding.*

*August 5, 1863.*—At Brooklyn Navy Yard. From 8 p. m. to 12 midnight: The men of the yard at work until 9 p. m. getting the ship ready for sea.

*August 11.*—At 8 a. m. went alongside the wharf at Morehead City. At 9 a. m. cast off from the wharf. At 9:30 a. m. came to anchor abreast of Fort Mason; discharged all the packages for the storeship *William Badger* and delivered sundry other articles to the different boats of the fleet. At 1:15 p. m. hove up anchor and proceeded out of harbor.

*August 18.*—At 3 p. m. stopped to land passengers off Fortress Monroe and proceeded immediately up the bay. At 4 p. m. stopped alongside the *Roanoke.* At 4:30 p. m. came to anchor off Newport News.

*August 19.*—At 5 a. m. hove up anchor and went alongside the steamer *Kate.* At 6 a. m. hove up her anchor and took her in tow. At 7:30 a. m. passed the fleet in Hampton Roads.

*August 21.*—At 5 a. m. hove up anchor, took the prize *Kate* in tow, and proceeded to the Brooklyn Navy Yard. At 7:30 a. m. anchored the prize off the cob dock. At 8 a. m. let go our anchor and hauled to the cob dock.

*September 2.*—At 10:35 a. m. cast off from dock and proceeded down the bay. At 1:30 p. m. Sandy Hook light bore W. ½ S., distance 2 miles.

*September 6.*—At 5:30 p. m. made the fleet off New Inlet, bearing S. W. by W., distance 12 miles. At 6:15 p. m. took in all sail. At 6:30 p. m. communication with the U. S. S. *Iroquois;* sent her mail on board. At 7:20 p. m. started up the coast to cruise for the night, in search of blockade runners.

*September 12.*—At 3:30 p. m. passed Sandy Hook and steamed up toward the Narrows. At 5 p. m. came to anchor off the navy yard.

*September 21.*—At 1 a. m. called all hands up anchor. At 1:30 a. m. ship underway, standing down the bay. At 3 a. m. Highland lights bore W. S. W.

*September 27.*—At 6:15 a. m. came to anchor in Beaufort Harbor in 5 fathoms water and paid out 20 fathoms chain. At 7:15 a. m. the U. S. S. *Quaker City* hoisted signal 652; hove up anchor, went up to her, and made preparations to pull her off. At 8:40 a. m. made an attempt to tow the *Quaker City* off, but parted our hawser and did

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not succeed; anchored again abeam of her. At 6:15 p. m. the tugboat *Stephen Decatur* came alongside and gave us the *Quaker City's* hawsers, and, at 7 p. m., made another attempt to get her off; cut one of her hawsers, but got it fast again. At 9:15 p. m. received orders from the *Quaker City* to cast off, as she was still hard and fast, and came to anchor for the night.

*September 28.*—At 7 a. m. got fast to the *Quaker City* again and made another attempt to get her off. At 9:40 a. m. the *Quaker City* afloat; cast off from her, got out anchor, dropped down the stream one-eighth of a mile, and came to anchor again; found the anchor did not hold; righted it and found it carried away at the shank; anchored with starboard anchor. Received on board from the *Quaker City* an anchor, to replace the one carried away, and placed it at the port bow. Delivered beef, vegetables, and ice to steamer *Britannia*. Secured the boats and got everything ready to go to sea, awaiting the movements of the *Quaker City*, which we were to accompany.

*September 29.*—At 6 a. m. weighed anchor and followed the *Quaker City* down the harbor. At 7 a. m. crossed the bar and at 7:10 a. m. discharged the pilot. At 7:20 a. m. started under a slow bell, following the *Quaker City*. Keeping in company with the *Quaker City*. Sounded several times during the watch in from 11 to 20 fathoms of water. At 11:45 a. m. the *Quaker City* hoisted signals 8638 and 3654; answered by hoisting 8242. At 9 p. m. sounded in 14 fathoms and at 10 p. m. in 13 fathoms water, Cape Hatteras bearing W. At 11 p. m. sounded in 15 fathoms. At 12 p. m. the *Quaker City* one-fourth of a mile on our starboard bow.

*September 30.*—At 12 m. the *Quaker City* made signals 652 (which we answered) and then 2139. The captain went aboard of her. At 12:30 the captain returned from the *Quaker City* and squared away from Cape Henry. Set the square sails at 1:30 p. m. At 3:30 p. m. made the land from the fore-topsail yard.

*October 3.*—At 2 p. m. a tugboat came alongside and towed the ship to the navy yard, [Brooklyn, N. Y.]. Got all ready to coal; a few mechanics at work in different parts of the ship.

*October 8.*—At 9 a. m. everything being on board, we hauled out from the pier. At 11 a. m. cast off from the pier and proceeded down the bay with a pilot in charge.

*October 12.*—At 10:30 a. m. made the fleet at anchor off New Inlet, bearing N. N. W. During this watch, supplied the fleet with fresh provisions, vegetables, and ice. At 5:30 p. m. got underway pursuant to signal from the *Connecticut*. At 7 p. m. made a steamer heading S. and steering various courses; gave chase and beat to quarters. At 8 p. m. Frying Pan light-ship bore S., the chase about half a mile ahead, running S. ½ E. At 8:30 p. m. came up with and spoke to the steamer, which proved to be the *S. R. Spaulding*, from Fortress Monroe, bound to Morris Island.

*October 13.*—At 5:30 a. m. gave chase to a vessel to the eastward. At 5:50 a. m. gave up the chase, she proving to be a schooner bound N. At 6 a. m. sounded in 19 fathoms and shaped our course for the Frying Pan light-ship.

*October 17.*—Off Beaufort Bar, North Carolina. From 8 a. m. to 12 m. received on board the following-named prisoners, captured from

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Confederate steamer *Douro*, which was run ashore and destroyed near New Inlet: D. W. Morris, second mate, American; John Roberts, third mate, American; Joseph Gilbraith, fireman, English; William Brown, seaman, German; Oscar Aichel, passenger, German. At 11:30 a. m. got underway and, with pilot on board, proceeded down the harbor. At 12 m. crossed the bar, discharged pilot, and proceeded to sea.

*October 19.*—At 8:30 a. m. came to anchor off Newport News in 4½ fathoms water, and veered out 15 fathoms chain on port anchor; sent all prisoners and passengers on board the flagship *Minnesota;* supplied ice to the United States vessels, and at 11 a. m. hove up anchor and proceeded toward Fortress Monroe.

*October 22.*—At 9:15 a. m. hove up anchor and proceeded up to Morehead City. At 9:50 a. m. anchored off the wharf. At 2 p. m. weighed anchor and went alongside the wharf, made fast, and commenced taking in crude turpentine as cargo.

*October 27.*—At 8:15 a. m. anchored off the navy yard; during the forenoon moored ship to the cob dock.

*November 1.*—Cast off from navy-yard dock and, in charge of pilot, proceeded down the harbor under steam at full speed.

*November 7.*—At anchor off Western Bar, Wilmington, N. C. At 8:15 a. m. sighted the fleet off Old Inlet, bearing N. W. At 8:30 a. m. set our numbers; answered by senior officer's ship, *Connecticut.*

*November 8.*—At anchor near U. S. storeship *William Badger*, Beaufort, N. C.

*November 9.*—At 6:40 a. m. cast off from the *William Badger* and came to off Fort Macon in 4 fathoms water, with 15 fathoms chain out on starboard anchor. At 7:10 a. m. discovered two steamers—one square-rigged forward, side-wheel; the other fore-and-aft rigged, side-wheel, with two smoke pipes—apparently chasing a steamer which appeared to be a blockade runner, having two smoke pipes and being painted lead color. At about 8 a. m. they closed on the chase, when saw flashes and heard the report of guns; steamer took in sail, after which they all lay by. At 8:45 a. m. hove up anchor and started toward Morehead City. At 9 a. m. grounded on a sand bank. Tugboat *Stephen Decatur* came alongside and attempted to pull us off, but did not succeed; remained aground the rest of the watch. At 9 a. m. the three steamers to the southward standing in toward the bar. At 10:30 a. m. one proved to be a United States gunboat, with the other two steamers in company. At 0:30 p. m. one of the strange steamers arrived, and came to anchor near the *New Berne;* proved to be rebel steamer *Robert E. Lee*, captured off this port this morning by U. S. S. *James Adger.* At 0:50 p. m. the other strange steamer arrived and came to an anchor; proved to be the rebel steamer *Cornubia*, having also been captured by the *James Adger.* At 2:30 p. m., with assistance of tug *Decatur*, got off the bank; went alongside wharf at Morehead City and made fast.

*November 10.*—At anchor off Fort Macon, Beaufort, N. C. At 9 a. m. U. S. S. *Niphon* arrived, having in company rebel steamer *Ella and Annie*, prize to *Niphon.* At 2 p. m. received on board 28 seamen in irons, as prisoners, and 10 officers, at liberty, with their luggage. From 4 to 6 p. m.: Received a number of prisoners from the *James Adger.* At 5:15 p. m. hove up anchor and went to sea.

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*November 13.*—Navy yard, Brooklyn, N. Y. At 6:40 a. m. came to anchor off the navy yard and moored ship to the cob dock.

*November 17.*—Passing through the Narrows, New York Bay.

*November 21.*—Off New Inlet, Wilmington, N. C. From 12 m. to 4 p. m., employed supplying fresh provisions, vegetables, and ice to the fleet.

*December 20.*—At 11:30 a. m. made Cape Henry light-house, bearing N. W. ½ W., 15 miles distant; saw the wreck of a brig and schooner on shore, apparently but a short time there.

*December 23.*—Lying alongside navy-yard dock, Brooklyn, N. Y.

*January 2, 1864.*—Passed out by Sandy Hook.

*January 9.*—At anchor off Lockwood's Folly Inlet. At 9 a. m. came near the U. S. flagship *Minnesota* off Lockwood's Folly Inlet; lay by and communicated; gave mails to fleet. At 9:30 a. m. started ahead slow toward the beach. At 10:30 a. m. came to near the flagship, 1 mile off the shore; supplied the fleet with fresh provisions and vegetables; U. S. steamers *Iron Age* and *Daylight* went in to try and get off a rebel steamer recently driven on shore. Received on board 10 prisoners, lately captured, attempting to break the blockade.

*January 10.*—At anchor off Western Bar, Wilmington, N. C. At 7:30 a. m. got underway and stood westward. At 8:30 a. m. communicated with flagship; lay by and supplied the *Montgomery* with beef and vegetables; received 7 men from the flagship to be discharged, also 3 from the *Governor Buckingham.* At 11:30 a. m. left the fleet. At 3:30 p. m. hauled round Frying Pan Shoals. At 3:55 p. m. discovered black smoke on the horizon, bearing N. by W. At 4:10 p. m. made a strange steamer bearing N. by W., steering to S.W., burning black smoke; also another steamer in chase. Shifted course to W. S. W. and gave chase. At 5 p. m. neared the chase, which proved to be a long propeller steamer, with two masts, fore-and-aft rigged, painted lead color; beat to quarters, opened fire with 30 Parrott rifle and broadside and 24-pounder howitzers. At 5:30 p. m. crossed Frying Pan Shoals in 5 fathoms water. At this time two vessels in chase besides the *New Berne.* At dusk the chase bore two points on starboard bow, 2 miles distant; kept up a continuous fire, many shots of which took effect. At 6:40 p. m. lost sight of him, owing to darkness; turned back to northward. At 7:20 p. m. boarded the bark *J. W. Holt*, from New York for Port Royal, with commissary stores.

*January 16.*—At navy yard, Brooklyn, N. Y.; moored off cob dock at 9:30 a. m. At 4:30 p. m. sent all the prisoners ashore with United States marshal. Communication with shore has, during the day, been prevented by large masses of floating ice.

*January 27.*—Cast off and in charge of pilot; proceeded down the bay.

*May 11.*—Lying at the navy-yard dock, Brooklyn, N. Y.; moored ship and backed into the stream and proceeded down the bay. At 2 p. m. passed Fort Hamilton. At 3:15 p. m. Sandy Hook light-house bore W., distant 2 miles.

*May 13.*—Lying at Norfolk Navy Yard dock. At 4:20 p. m. got underway and proceeded toward Fortress Monroe. U. S. S. *Connecticut* made signal 333, passed within hail, and came to an anchor by order of Captain Almy, senior officer present.

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*May 14.*—At 4:30 a. m. weighed anchor and proceeded down the harbor. At 9:15 a. m. boat returned and found the schooner to be *Alex. Young*, lying at anchor near the beach, recently got off, having been on shore for some time, now waiting for steamer to tow her into Hampton Roads.

*May 17.*—At 4:40 a. m. made the fleet bearing N. N. E. and steered for them. At 5:30 a. m. came to anchor off Old Inlet Bar. Received on board 42 prisoners, captured on blockade runner *Young Republic* by the U. S. S. *Grand Gulf;* also received from U. S. S. *Calypso* one sick man for passage to Norfolk hospital. At 12:40 p. m. get underway and proceeded to sea.

*May 19.*—Off Cape Lookout, North Carolina. At 10:30 a. m. weighed anchor. At 10:40 steered ahead; received 45 blockade prisoners and 3 sick men for Norfolk hospital and 4 men for New York, to be discharged, whose term of enlistment having expired.

*June 2.*—Lying at navy-yard dock, Brooklyn, N. Y. At 3:30 p. m. went ahead and proceeded down the harbor.

*June 8.*—Off Western Bar, Wilmington, N. C. At 10:15 a. m. made the fleet. At 11 a. m. exchanged signals with the *State of Georgia* and came to anchor. Commenced to supply the fleet with fresh provisions, ice, etc.

*June 9.*—Six miles west of Beaufort Bar, N. C. At 4:10 a. m. made a strange steamer to the N. E., steering E. S. E., and burning black smoke. Gave chase and called to quarters. At 5:30 a. m. hauled up to N. N. E. and made sail. A 6 a. m. hauled up to N. At 7:30 a. m. cleared away all boats and made preparations to board; fired 17 shots from forward rifle during chase, which continued in a northerly direction. At 8:10 a. m. saw the steamer had run ashore on the beach about 7 miles to westward of Beaufort, N. C., this vessel being about 2½ miles distant. Called away and sent in three boats in charge of executive officer, crew well armed; brought ship to in 5 fathoms water. At 8:30 a. m. an explosion took place on board the steamer. At 8:45 a. m. boats arrived and found the steamer to be the *Pevensey*, of London, from Bermuda, bound to run the blockade at Wilmington, N. C. Officers and crew had all left their boats and gone on shore except one, who reported himself as second officer; brought him on board. At 10 a. m. tug *Alert* came down from Beaufort; got underway and stood in and brought to in 3½ fathoms water, and made arrangements for getting the steamer off, she being loaded with a valuable cargo of arms, assorted goods, etc. At 11 a. m. U. S. S. *Cherokee* came near and anchored. Captain Dove, U. S. Navy, and senior officer at Beaufort, came on board, and in obedience to his orders recalled boats, got underway, and proceeded toward Beaufort Bar. Mr. Holley, executive officer, reported the *Pevensey* had exploded both boilers, injuring her machinery considerably. At 1 p. m. arrived off Beaufort Bar and anchored outside the outer buoy.

*June 10.*—At 10 a. m. got underway and proceeded in over the bar and up to Beaufort; arrived at 11:30 a. m. and made fast alongside the U. S. storeship *William Badger.*

*June 15.*—At 4:15 a. m. cast off from the *Badger* and proceeded out the harbor over the bar. At 5 a. m. stopped the engines and discharged the pilot. Received from the U. S. storeship *Badger* 41

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prisoners, being the crew of the prize steamer *Siren* and part of the crew of steamer *Georgiana McCaw*.

*June 18.*—Lying at navy yard dock, Brooklyn, N. Y. At 12:30 p. m. took the ship in and made fast alongside the navy yard dock.

*July 3.*—At 4:15 a. m. got underway and proceeded out by Sandy Hook.

*July 9.*—Beaufort Harbor. At 8:10 a. m. went ahead and proceeded over the bar and up to Beaufort. Received 33 blockade prisoners taken from the prize steamer *Rouen* and 3 taken from the *Jupiter*. At 11:40 a. m. got underway and stood out over the bar in charge of pilot. At 12 a. m. discharged pilot and proceeded to sea.

*July 12.*—At navy yard dock, Brooklyn, N. Y. At 8:30 a. m. came to an anchor off and moored to the cob dock. At 9:30 a. m., with assistance of two navy-yard tugs, unmoored ship and went alongside of navy-yard supply dock and made fast. At 12:30 p. m. deputy marshals and a squad of policemen came on board and took away all prisoners captured from blockade runners.

*August 16.*—Lying at navy-yard dock, Brooklyn, N. Y.

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*Abstract log of the U. S. S. Potomac, August 20, 1861, to September 4, 1862, Captain L. M. Powell, commanding.*

*August 20, 1861.*—The ship was put in commission, navy yard, Brooklyn.

*September 7.*—At 7:30 a. m. stood out sea in charge of a pilot.

*September 22.*—At 10 a. m. took a Key West pilot and stood in and anchored.

*September 28.*—Got underway and stood out to sea.

*October 3.*—Came to anchor off Pensacola.

*October 9.*—At 4:40 a. m. discovered a large fire, supposed to be the navy yard at Warrington; made preparations for sending men ashore. At 7 a boat came from Fort Pickens to this ship, informing us that a large force had landed and burned the Zouave encampment. At 9:30 a. m. sent on board the steamer *McClelland* a detachment of marines, under command of Lieutenant Collier, for the purpose of reinforcing the Federal troops on Santa Rosa Island, to pursue the rebel forces who made an attack on the Federal troops; but the men were not sent, there being no need of them.

*October 19.*—Off Ship Island. At 11:30 a. m. a rebel steamer fired several shots at the U. S. S. *Massachusetts* by way of challenge. The steamer got underway and gave chase. At 12:15 p. m. the *Massachusetts* in chase and firing on the rebel steamer. Several shots were fired by both.

*October 22.*—At 9 a. m. second cutter and launch, with their crews, under command of Lieutenant Law, went ashore to clear the fort for mounting guns. At 2:30 p. m. a fire broke out on the eastern end of the island; the steamer *Massachusetts* stood along the coast to make observations.

*November 2.*—Off Ship Island. At 9 sent a detachment of 20 men and 7 marines, under command of Lieutenant Law and Acting Master Wiggin, to garrison the fort.

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*December 3.*—Received from the *Rachel Seaman* one Parrott gun and all the appurtenances, also a quantity of ammunition.

*December 24.*—At 11:30 a. m. a steamer came down the channel between Sand Island and Dauphin Island and commenced firing at the *Huntsville*. The *Huntsville* briskly returning the fire of the rebel steamer. From meridian to 4 p. m.: The firing continued between the *Huntsville* and the rebel steamer until 12:30 p. m., when the enemy steamed off to Fort Morgan and the *Huntsville* then stood out to speak a strange sail.

*December 28.*—At 10 a. m. a Confederate steamer came down the bay carrying a blue flag. Fort Morgan fired a salute of 15 guns.

*January 20, 1862.*—At 1 p. m. made signal for the *Huntsville*. She immediately got underway and stood for us. Manned and armed the barge and third cutter and sent them to the *Huntsville*, which took them in tow and stood to the E. N. E. in the direction of the *Cuyler*, which seemed to be firing upon a schooner which had run in ashore. The distance and the mist about the horizon prevented us from seeing what was going on. At 4:15 p. m. firing from the *Huntsville* and *Cuyler*. At 4:30 the rebel steamer *Florida* started out the bay toward us, seemingly with intention of engaging us or of getting out to attack our steamers. The *Florida* returned to the fort. At 10:30 p. m. the steamers *Huntsville* and *Cuyler* returned with a prize schooner in tow, which they had taken and towed off after a severe skirmish with some rebel troops on landing. Five of the *Cuyler's* men were wounded, two fatally. None of our men were injured. The barge and third cutter returned with the steamers.

*January 23.*—Off Mobile Bar. At 3:15 p. m. the *Huntsville* stood in and commenced firing at a rebel schooner that was aground (near the fort). A boat left the schooner, after which it was discovered that the schooner was on fire. The *Cuyler* stood in toward the fort. At 4:10 p. m. the *Cuyler* opened fire upon the schooner when No. 1 sand battery opened upon the *Cuyler*, but with no effect.

*January 24.*—The schooner still burning. At 11:30 a. m. saw a boat coming from Fort Morgan with a flag of truce. From meridian to 4 p. m.: The boat proved to be the Confederate steamer *Crescent*, with a flag of truce. We hoisted a flag of truce and made signal to the *Cuyler*. At 3:15 the rebel steamer left for shore.

*January 25.*—At 7 a. m. discovered a schooner near the fort and close in along shore. The *Huntsville* stood in toward her and fired several guns, but without effect. Sent one rifle gun and appurtenances to the *Brooklyn*.

*January 29.*—At 7:15 a. m. four rebel steamers were seen coming down the river. All the boats were recalled and returned. The steamers came as far as the bar and fired three or four times at the *Colorado;* the latter returned the fire. Received from the *Connecticut* one rifled gun with appurtenances.

*March 21.*—Off Vera Cruz. Arrived, a schooner bearing a secession flag.

*April 27.*—Off Vera Cruz. At 11:45 a. m. the captain read the proclamation of the President of the United States, commanding a return of thanks to God for victories vouchsafed; also account of the recent battle of Corinth, Miss., and great successes elsewhere.

*June 29.*—Command of the ship turned over to Commander Gibson.

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*July 17.*—From 4 to 8 a. m.: Sent a boat expedition with steamer *Grey Cloud* of 28 marines, 15 men, and 2 officers, with two days' provisions. The expedition destined to act with the *New London* at Pascagoula and vicinity.

*July 18.*—The steamer *Grey Cloud* returned from Pascagoula with our officers and men. Eight men were wounded by the enemy.

*September 4.*—Sent a party ashore in charge of the gunner to dismount the guns on battery from navy yard to Barrancas (Pensacola Bay).

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*Abstract log of the U. S. S. Rhode Island, July 30, 1861, to September 20, 1865, S. D. Trenchard, commanding.*

*July 30, 1861.*—Left the navy yard (New York) and went to sea.

*August 3.*—Boarded the frigate Wabash, latitude 33° 32′, longitude 78° 09′. She had two prizes retaken from the privateer *Dixie*. About 8 p. m. proceeded on our voyage.

*September 10.*—Latitude 35° 04′, longitude 75° 12′. Boarded a schooner; found her to be a prize to the U. S. S. *Cambridge*, bound to Boston, captured this morning while attempting to run the blockade.

*September 22.*—Off South West Pass. At 5:20 p. m. saw a rebel steamer coming down the river. Hove short and called all hands to quarters. At 5:30 steamer turned and ran back.

*October 25.*—Latitude 27° 27′, longitude 82° 59′ 30″. At 2:30 boarded schooner *Aristides* and took a hawser to her from our quarter. She being beyond the fishing limits, seized her as a prize. Sent her to Key West in charge of Master's Mate Thatcher.

*October 28.*—At 12:30 a. m. beat to quarters and got underway; cleared away the starboard battery and ran to the eastward along Santa Rosa Island within about 1 mile of the beach in order to prevent the landing of rebel troops upon the island. From 4 to 8; Running along the beach of Santa Rosa Island back and forth, ready to intercept the enemy should they appear. At 7, ascertaining that the enemy had vacated, the retreat was beaten.

*November 13.*—At 3 p. m. a sail reported; made her out to be a schooner, and saw a steamer making for her from shore. At 4:10 fired four shots at her, none taking effect. At 4:15, being unable to reach the rebel vessels with our guns, went on our course. At 4:30 another steamer came out from St. John's, but put back again. At 5:50 Fernandina light-house bore W., distant 6 miles.

*November 20.*—At navy yard, New York.

*December 8.*—At 7:30 p. m. saw a light on port bow; ran for it; overhauled a schooner; sent a boat on board, in charge of Acting Master Pennell, Cape Lookout bearing N. N. W., 16 miles distant. At 8:30 boat returned from schooner. Claimed to be the British schooner *Phantom*, from Antigua, bound to New York, with a load of sugar. Hoisted boat and proceeded on our course. At 9:15, concluding that the schooner intended to run the blockade, bore up for her. At 11 sent a boat on board with a hawser to tow her up to Beaufort.

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*December 14.*—Latitude 28° 42′, longitude 80° 20′. Boarded English schooner *J. V. Troop*, eight days from Havana for New York, loaded with sugar. Reports one steamer and two schooners at Havana from New Orleans loaded with cotton and rice, flying the rebel flag.

*December 26.*—At 8:30 a. m., latitude 28° 50′, longitude 93° 15′, boarded Confederate schooner *Venus*, of Galveston, loaded with copper, lead, tin, and wool. Seized her as a prize and sent her to Ship Island in charge of a prize crew.

*January 1, 1862.*—At 2, made Pensacola light-house. At 3:30 came to anchor under the stern of the *South Carolina*. Fort Pickens engaging the rebel batteries. From 4 to 6 p. m., Fort Pickens shelling the rebels. At 7:30 batteries on shore exchanging shots occasionally. At 11, several buildings on fire at Warrington.

*January 2.*—Midnight to 4 a. m.: Firing at intervals from Fort Pickens. From 7 to 8: Frequent discharges of musketry heard from shore. At 5:30 p. m. got underway.

*January 17.*—Arrived at navy yard, Philadelphia.

*February 5.*—Got underway and at 8:20 p. m. Cape Henlopen bore S. W., 3 miles distant.

*April 7.*—Came to anchor off Fortress Monroe.

*April 8.*—At 2:30 p. m. received a message from flag-officer that the rebel steamer *Merrimack* would likely come out, and to be prepared for her.

*May 10.*—At 9 p. m. saw a fire near Fort Pickens. At 10:30 came to anchor off Fort Pickens.

*May 23.*—At navy yard, Charlestown, Mass.

*July 2.*—At anchor off Pilot Town.

*July 4.*—At 6 a. m. made a sail on port bow. At 6:30 the schooner came to anchor; ran for her, when she got underway and ran on the beach. At 8:05 called all hands to quarters and fired shot and shell at the bush, in order to clear the enemy if any were around. At 10 sent three boats in command of Acting Master Pennell to the schooner, to take all valuables and set her on fire. The expedition succeeded in taking from her six coils of rigging and a small quantity of medical stores. Having accomplished the object of the expedition they returned on board. The schooner proved to be the *Richard O. Bryan*, of Kingston, Jamaica. Meridian to 4 p. m.: Got underway and proceeded to destroy the schooner, lying in the sound. Came to anchor and shelled the rebel cavalry clear of the landing. At 1:20 sent three boats on shore to cross the land and burn the schooner. Expended twenty-one 8-inch shell, twenty-six 6-inch shell, 8 hollow shot, 2 grape, and 16 fuzes and 10 percussion shells from rifled gun.

*July 10.*—Came to anchor off Pilot Town.

*July 25.*—Came to anchor at navy yard, Charlestown, Mass.

*October 3, 1864.*—At navy yard, Charlestown, [Mass.].

*October 7.*—At 4:30 p. m. got underway and proceeded down the harbor, in company with the *Massasoit*, *Little Ada*, and *Monadnock*. At 6 p. m. Boston pilot left; took the ironclad *Monadnock* in tow.

*October 24.*—At 8 a. m. made the town of Aspinwall, bearing S. ¼ W. At 9 a. m. entered Lemon Bay Harbor; master came on board and took ship to the wharf; a gang came from shore and commenced coaling; found in port U. S. S. *Costa Rica*.

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*October 26.*—At 11:30 p. m. got underway and proceeded to sea, accompanied by U. S. mail steamer *Costa Rica.*

*October 29.*—Latitude 18° 08′ N., longitude 75° 04′ W. At 10 a. m. sighted the island of St. Domingo, bearing N. E.; also sighted the mail steamer, bearing N. E., distant 13 miles. At 12 m. the steamer bore N. N. E., distant 6 miles. Sighted the island of Navassa, bearing north, distant 12 miles. From 12 to 4 p. m.: Came up with mail steamer and communicated at 1:30 p. m. At 2:15 p. m. Navassa bore north, distant one-half mile. At 4 p. m. the *Costa Rica* bore N. W., distant 2 miles.

*November 3.*—Off Sandy Hook. At 6 p. m. standing to the south; mail steamer bore W. S. W., distance 2 miles. At 7 p. m. slowed down and burned blue light to mail steamer. At 7:20 p. m. saw steamer, bore W. by S. At 8 p. m. steamer bore W. by N., 2 miles distant; cast the lead, gray sand, 25 fathoms; black specks and shells.

*November 4.*—At 2:15 p. m. took a New York pilot; fell in with mail steamer *Costa Rica* and went in company. At 6 p. m. arrived at the navy yard and moored to the cob dock.

*November 22.*—At 6 a. m. got underway and proceeded to sea in charge of pilot. At 7:45 p. m. hove to off Sandy Hook and discharged pilot.

*December 1.*—Latitude 32° 13′ 01″ N., longitude 78° 45′ 39″ W. At meridian was boarded by the commander of the U. S. S. *Mackinaw.* At 1:30 p. m. started ahead, steering east; exchanged numerous signals with the U. S. S. *Mackinaw.* At 2:40 p. m. suspicious-looking steamer reported from the masthead bearing N. by E.; gave chase. At 3:30 p. m. steamer in sight from the deck. From 4 to 6 p. m.: Chasing strange sail and apparently gaining upon her. The first division went to quarters; also burned No. 1 Coston signal, which was not answered. From 6 to 8 p. m.: In chase of blockade runner. At 7 p. m. overtook blockade runner broken down, both wheels smashed to pieces. At 7:15 p. m. lowered second cutter and sent Acting Ensign Nicholas Pratt in charge; boarded and took possession of the British steamer *Vixen;* put a prize crew on board; no papers and no log found by boarding officer. From 8 to midnight: Laying to with prize, under easy steam. At 8:30 p. m. received Captain Walton, of prize, on board.

*December 2.*—Latitude 32° 26′ 57″ N., longitude 78° 13′ 15″ W. From midnight to 4 a. m.: Laying to under the lee of the prize steamer. At midnight were in 22 fathoms water. At 4 a. m. 18 fathoms. At 7 a. m. took prize steamer in tow and sent Acting Master [Zera L.] Tanner on board as prize master, with the following officers and 27 men: Acting Master's Mate R. W. Wallace and George H. Appleton, Acting Second Assistant Engineer Smyth, Acting Third Assistant Engineer [John A.] Hughes, Christian Closson, carpenter's mate. At 8:30 a. m. started ahead on our course, also sighted land. At 10:45 a. m. put captain of prize steamer on board the prize. At 11:15 a. m. proceeded on our course.

*December 3.*—At 8:30 a. m. exchanged numbers with the U. S. S. *Santiago De Cuba.* At 9 a. m. boarded her. At 9:20 a. m. proceeded on our course. At 9:30 a. m. quarters for inspection; made Cape Lookout light, bearing N. ½ E., distance 12 miles. At 10:20



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a. m. stopped and the chief engineer went on board the *Vixen*. At 10:40 a. m. proceeded on our course. At 1:30 p. m. a tug came out from Beaufort and communicated with us. At 1:45 p. m. anchored. At 6:30 p. m. got underway and stood on our course.

*December 5.*—At 5:30 a. m. made Cape Charles light, bearing N. W. by N. At 6:20 a. m. made Cape Henry light. At 9:05 a. m. slowed down and took pilot on board and communicated with prize steamer. At 9:30 a. m. proceeded on our course in charge of pilot. At 11:15 a. m. hoisted our number. At 12 m. let go of the prize and came to anchor at Hampton Roads.

*December 6.*—At 10:30 a. m. got underway and steamed up to the navy yard and hauled alongside the wharf; ship in charge of the pilot.

*December 13.*—At 7:15 a. m. got underway, also the ironclad *Canonicus*, and steamed down the bay; ship in charge of the pilot. At 8 a. m. took a hawser from the ironclad *Canonicus*. At 8:30 a. m. took ironclad *Canonicus* in tow and proceeded to sea in charge of pilot. At 11:15 a. m. pilot left us off Cape Henry. At 12 m. Cape Henry light-house bore W. by S. ½ S., distant 5 miles.

*December 15.*—At anchor off Beaufort. At 7:15 a. m. let go of the monitor and came to with port anchor. .

*December 19.*—Off Wilmington, N. C. From 4 to 8 a. m.: Standing off and on. At daylight ran in and lay to near the flagship, 17 fathoms water. At 9:35 a. m. fleet got underway and stood to the westward, also flagship made the general signals. At 10:15 a. m. made signals to us 10, 85, 129. At 11:20 a. m. communicated with the U. S. S. *New Ironsides* and came to under her stern. At 1:27 p. m. the U. S. S. *New Ironsides* made signals to this ship, 3902; steamed ahead and followed in her wake one-half mile astern. At 1:40 p. m. the U. S. ironclad *Canonicus* made signals to this ship, No. 425; we answered with 384. At 4 p. m. sounded in 12 fathoms water.

*December 23.*—At anchor off Wilmington, N. C. At 4:45 p. m. got underway and picked up our boat. Ran back and anchored at 5:30 p. m. in 9½ fathoms water.

*December 24.*—At 12:50 a. m. saw a fire bearing W. ¼ N. from the ship. At 2:05 a. m. saw the explosion of the powder boat, bearing W. ¼ N. At 2:07 a. m. heard the report. At 2:15 the flagship made Coston signals, red and white; white, green, and red, green, to which we answered with red and white. At 7 a. m. got underway with all the fleet, in obedience to signals from the flagship; transferred Major Casey, of U. S. Engineer Corps, and Mr. Anderson, reporter, to a tugboat. At 8:30 a. m. formed in line of battle and steamed in toward New Inlet. At 9 a. m. went to quarters and cleared ship for action. At 10:30 a. m. came to anchor in 7 fathoms of water with 30 fathoms chain on starboard anchor. At 11:30 a. m. got underway and steamed in line of battle toward New Inlet; cleared ship for action. From 12 meridian to 8 p. m.: Steaming in toward New Inlet in line of battle (line ahead), crew at quarters; ship cleared for action. At 1 p. m. first gun fired from the *New Ironsides* at Fort Fisher. At 1:10 p. m. the action became general, each ship taking up its station; moored head and stern, commencing fire with starboard batteries as soon as in position. At 2:50 p. m., ship being in position indicated

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by general plan of attack, dropped the stern kedge and opened on Fort Fisher with the starboard battery; hoisted fore-staysail, winded ship, and let go the starboard anchor, 15 fathoms chain, ready to slip, bringing the port battery to bear on Fort Fisher and the Mound Battery; manned the port battery and continued the action. At 3:45 a shell from No. broadside gun carried away the flagstaff on Fort Fisher. At 4:15 p. m. flagship made signal 1006 to this ship. At 5:15 p. m. the flagship made general signals 6900, 3922, 5723. At 5:20 p. m. ceased firing, secured the battery, slipped the stern kedge. At 5:25 p. m. flagship made signal 652 to this ship; called all hands up anchor, got underway, and steamed out to the flagship. At 6:10 p. m. the flagship burned general signal 49; answered. At 6:30 p. m. sent a boat to the flagship in charge of Acting Ensign Pope. At 6:45 p. m. boat returned. From 7 p. m. to 8 p. m. steaming out from the fleet, N. E. by E. At 8:30 p. m. exchanged signals with a blockader. At 9 p. m. passed two steamers. At 10:30 p. m. passed four steamers. At 11:30 p. m. sounded in 13½ fathoms water.

*December 25.*—At 2:45 a. m. sighted Cape Lookout light, bearing N. E. by E. ½ E. At 5:20 a. m. came to anchor with the starboard anchor. At 7:30 a. m. the captain of the U. S. S. *Keystone State* came on board and left at 7:35 a. m., also Captain Adams. At 9 a. m. got underway and ran into outer buoy and anchored in 5¾ fathoms water, with 30 fathoms on starboard chain, Cape Lookout light bearing E. by S. ½ S. and Fort Macon N. N. W.; gunboat *Mount Vernon* arrived; performed divine service; sent carpenter on board *Mount Vernon* to work. At 1 p. m. sent mail in charge of Mr. Rogers in a tug, also Mr. Hamilton, gunner, after ordnance stores. At 1:30 p. m. made a steamer standing down the coast; could not make out her numbers; set ours; carpenter returned from the *Mount Vernon;* got all ready to tow an ordnance vessel. At 4:40 p. m. took the ordnance bark *Kate Stamler* in tow and proceeded to sea.

*December 26.*—At 6:30 a. m. passed a steamer standing to the northward. At 7:30 a. m. made out the fleet off Wilmington. At 8:10 a. m. cast off and anchored ordnance bark. At 2 p. m. underway and ran down to the flagship; captain went on board in obedience to signal; captain returned on board; got ship underway and steamed in toward the land, speaking several vessels and ordering them to follow. At 5:15 p. m. came to anchor in 6 fathoms of water with 20-fathom chain on starboard anchor; sent a boat with Mr. O'Neil to communicate with army tug. At 7:10 p. m. got underway and changed anchorage; came to with starboard anchor in 7 fathoms water, veered to 30 fathoms cable. At 7:50 p. m. commenced shelling the woods in rear of our troops. At 8:20 p. m. boat returned and brought pilot on board. At 9 p. m. hove up the anchor and steamed inshore; moved ship with kedge astern 25 fathoms on starboard anchor, with our starboard side to the shore. At 9:30 p. m. commenced shelling the woods every ten minutes with 8-inch 10-second. At 11:30 p. m. received orders from the admiral to fire slower.

*December 27.*—Off New Inlet, North Carolina. From midnight to 4 a. m., shelling the woods on the left of our troops at intervals of twenty minutes. From 4 to 8 a. m.: Shelling the woods every twenty minutes. At 7:30 a. m. cleared away all boats and sent them in to assist

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in embarking the troops. From 8 a. m. to meridian employed embarking troops and shelling the woods. At 1:15 p. m. all the troops were embarked. At 1:30 p. m. all our boats returned; got underway at 2 p. m. and stood to sea; transported aft 30-pounder rifle to the forecastle to replace one injured by firing. At 5 p. m. the course changed to south; sounded 13 fathoms water; hove all the sand on the spar deck overboard. At 6 p. m. sounded in 11 fathoms water. From 6 to 8 p. m.: Employed transporting and mounting 30-pounder rifle gun. At 7 sounded in 10 fathoms water. At 7:30 p. m. saw several flashes of guns, bearing W. by N.

*December 28.*—Latitude 33° 24′ 18″ N., longitude 78° 36′ W. At 7:10 a. m. made a sail bearing N. W.; steered for her at full speed. At 8:30 a. m. came up with and spoke the American schooner *Robert Palmer*, of Mystic, from Boston, bound to Hilton Head.

*December 29.*—Latitude 33° 12′ N., longitude 77° 59′ W. At 8:30 p. m. ship stood to the northward.

*December 30.*—Latitude 33° 12′ N., longitude 77° 59′ W. At 6:45 a. m. made a strange sail bearing E. N. E. and steamed in pursuit of it. At 8 a. m. boarded the steamer *California* and stood on our course.

*December 31.*—Latitude 33° 20′ 03″ N., longitude 77° 55′ 30″ W. At 7:40 p. m. sounded in 10 fathoms water and brought the ship head to wind and came to and anchored with 45 fathoms of chain on port anchor.

*January 1, 1865.*—At 6:30 a. m. got underway and steamed ahead N. N. E. At daylight made the land, bearing N. N. W., distant 5 miles, also the blockading fleet; exchanged numbers with U. S. S. *Pontoosuc*, also spoke her. At 1:15 p. m. exchanged numbers with U. S. S. *Colorado*. At 2:45 p. m. sighted the fleet off Beaufort. At 3:30 p. m. took in all sail and came to anchor.

*January 2.*—At Beaufort, N. C. At 9:30 a. m. got underway and steamed into the harbor. At 10 a. m. came to anchor.

*January 4.*—At 7 a. m. commenced coaling ship and sent launch for ordnance stores. At 4:30 p. m. finished coaling ship from the schooner *Catherine May* and sent her away. At 7:30 p. m. Mr. Bradbury returned from shore, having left a special boat, in charge of Mr. Hamilton, gunner, ashore on the flats.

*January 5.*—At anchor, Beaufort, N. C. Launch went ashore with the master after chain to protect the boilers, and returned with 60 fathoms.

*January 12.*—At 7:20 a. m. got underway in company with the rest of the fleet and proceeded to sea. At 8:45 a. m. proceeded on our course with the fleet; flagship made general signals. From meridian to 4 p. m. proceeding to the southward in company with the fleet. From 4 to 6 p. m. steaming southward in line of battle, following in the wake of the U. S. S. *R. R. Cuyler*. At 9:15 p. m. came to off Wilmington, in company with the fleet, with starboard anchor, in 9 fathoms water; veered to 30 fathoms cable.

*January 13.*—At anchor off New Inlet, N. C. At 1:30 a. m. tug came alongside and passed a verbal order from the admiral to get underway at 4:30 a. m. At 4:30 a. m. got underway and steamed into line. At 5 a. m. signals made by the flagship G. R. x R. G. x G. R. At 7:30 a. m. cast loose the battery and prepared for action. Coston

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signals 1218, 757, 710, 757, 710, 75 made by the flagship; fleet formed in divisions, steaming slowly in toward New Inlet, ironclads leading and shelling woods. At 9 a. m. second division anchored near shore and shelled woods; transports following and taking position near them, third division formed out side; signal made to land troops; sent launch, first and second cutters *Vixen*, *Scorpion*, and gig, Acting Master Tanner in charge; all ships sent boats and commenced landing troops. At 9:30 a. m. third division anchored. At 10 a. m. third division got underway in obedience to signal and took position so as to cover left flank of landing party; came to anchor and shelled woods. At 10:30 a. m. fired two rounds from first and second divisions. At 11 a. m. ceased firing in obedience to signal from flagship, ironclads engaging Fort Fisher. At 4:30 p. m. boats returned, having landed troops, provisions, and ammunition; second division got underway, *Brooklyn* leading, and stood in and engaged Fort Fisher; firing kept up on both sides till 7 p. m. From 8 p. m. to midnight occasional firing between ironclads and the fort.

*January 14.*—At anchor, New Inlet, N. C. At 9:30 a. m. sent the launch and second cutter to land artillery. At 10:10 a. m. sent first cutter and *Scorpion* to land troops in obedience to signal. At 11 a. m. the ironclads opened on Fort Fisher. From meridian to 4 p. m.: Boats employed landing troops and artillery. At 1:15 p. m. the *R. R. Cuyler* got underway and stood to the eastward. From 4 to 6 p. m. boats returned to the ship.

*January 15.*—Off New Inlet, N. C. At 5 a. m. Fort Fisher opened fire. At 6 a. m. frigates got underway and formed in line. At 7:30 a. m. sent launch and *Vixen* to assist in landing troops and guns. At 10 a. m. sent first and second cutters, with 15 marines and 29 sailors in charge of Lieutenant F. R. Smith, Acting Ensign Nicholas Pratt, Acting Master's Mate E. E. Bradbury, to take part in the assault on Fort Fisher; ship underway; third division formed in line of battle; first and second divisions engaging forts. At 11 a. m. third division steamed in and engaged batteries to the southward of Fort Fisher; ceased firing at 3 p. m. At 3:15 p. m. sailors and marines assaulted Fort Fisher on the northeast angle and were repulsed. At 3:30 p. m. troops assaulted in the rear; American flag shown on the fort; Mound battery turned guns on the assaulting party; third division opened on the Mound; firing kept up until 8 p. m.; signals made, "Fort in our possession." At 9:45 p. m. changed anchorage; came to with port anchor in 4½ fathoms water, veered to 20 fathoms cable.

*January 16.*—Off New Inlet, N. C. At daylight took position in line, ship ready for action; no firing from the fleet, our soldiers occupying the fort and adjacent batteries. At 9 a. m. mine exploded in Fort Fisher. At 10 a. m. launch and *Vixen* returned with Acting Master Tanner and his party. At 10:15 a. m. first and second cutter and *Scorpion* returned with all of landing party, excepting Jeremiah Cooney, boatswain's mate; Patrick Harrington, landsman; John Daisy, marine; J. B. Morey, ordinary seaman, who were wounded and left on the U. S. S. *Fort Jackson*. S. D. Tripp, landsman, and Charles Wilson, ordinary seaman, missing. Wounded returned on board: Frederick Archer, seaman; Austin Bucklen, ordinary seaman; Harry Devoy, ordinary seaman; James O. Sullivan, landsman. Ascertained that Fort Fisher and adjacent batteries, with entire garri-

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sons, had been captured by our forces; 27 guns in Fort Fisher had been dismounted during the bombardment. At 12:40 flagship made signal 652. At 1 p. m. got underway and communicated with her. At 4:30 p. m. took U. S. ironclad *Saugus* in tow and stood to the eastward.

*January 17.*—Latitude (observed) 34° 51′ 51″ N., longitude 75° 43′ 30″ W. At 12:30 p. m. exchanged latitude and longitude with U. S. S. *Saugus*. At 1 p. m. passed a screw steamer, supposed to be an Army transport, showing American colors.

*January 18.*—At 8:10 a. m. made Cape Henry light bearing N. W., 16 miles distant. At 10 a. m. took a pilot and stood in for Hampton Roads. At 10:15 a. m. *Saugus* cast off her tow line. At 1:30 p. m. all the boats returned to the ship; steamed ahead up to Norfolk Navy Yard. At 3:30 p. m. came to anchor off the navy yard at Norfolk, ship in charge of pilot.

*January 27.*—Off Fortress Monroe, Va. At 9:30 a. m. Assistant Secretary of the Navy G. V. Fox, Lieutenant-General Grant and lady, Major-General Schofield, and Major Wharry and Captain Twining of his staff, Major-General Barnard, Brigadier-General Rollins and lady, Commodore John Rodgers, three orderlies, and their servants came on board; called to quarters and fired a salute of 17 guns. At 10:30 a. m. got underway and proceeded to sea. At 11:30 a. m. loaded the battery with 5-second shell and discharged the pilot.

*January 28.*—At 4 p. m. came to anchor off Fort Fisher. At 5 p. m. conveyed Lieutenant-General Grant and staff, Hon. G. V. Fox, Assistant Secretary of the Navy, and Commodore Rodgers on board the U. S. S. *Emma*. At 5:15 p. m. fired No. 1 gun to port; made signal to the fleet inside the bar, but was not answered. At 5:30 p. m. sent all the officers taking passage on board the U. S. S. *Fort Jackson*. At 10:30 p. m. Lieutenant-General Grant and staff returned on board. At 11 p. m. got underway and stood to the northward and eastward.

*January 29.*—At 6:30 a. m. made land on port bow. At 7 a. m. made the fleet lying in Beaufort Harbor; set the jack for a pilot. At 7:30 a. m. came to anchor near the bar buoy. At 9:10 a. m. tugboat took General Grant and staff and also Secretary Fox on shore. At 2:30 p. m. got underway and stood out to sea. General Grant and suite and Secretary Fox returned on board from Beaufort.

*January 30.*—Off Fortress Monroe, Va. At 4 p. m. came to with port anchor. At 4:15 p. m. General Grant and suite, with Assistant Secretary Fox, left the ship.

*February 4.*—Hampton Roads, Va. At 5:30 p. m. got underway and proceeded to sea.

*February 5.*—At 10 p. m. made land on starboard bow. At 11:45 p. m. anchored with port anchor, New Inlet.

*February 10.*—At 11:45 p. m. got underway and stood to sea.

*February 12.*—At 4:30 a. m. anchored in Hampton Roads.

*February 24.*—Hampton Roads, Va. At 1 p. m. called all hands to muster and read squadron general order No. 97, containing a letter from his Excellency the President of the United States, communicating to Admiral Porter, and through him to the officers, petty officers, seamen, and marines under his command, the thanks of Congress, and expressing the appreciation felt by them of the services rendered by the squadron in the capture of Fort Fisher.

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*March 2.*—Off Cape Lookout, N. C. At 8:20 a. m. Admiral D. D. Porter and son came on board for passage. At 8:30 a. m. got underway and proceeded to sea. At 10 a. m. discovered a schooner on the reef 10 miles S. E. by E. from Cape Lookout light-house; sent a boat on board and took off the crew; the captain states that the schooner's name is the *Spray*, of Great Egg Harbor; left Fortress Monroe on Sunday, February 27, for Beaufort, N. C.; struck the reef at 10 p. m. on Monday; vessel a total loss. The captain's and the crew's names are as follows: Israel G. Adams, master; Hezekiah Lee, mate; Elisha Jackson, steward; William Henderson, seaman; Thomas H. D. Beaumont, seaman; Moses Monks.

*March 3.*—From meridian to 4 p. m. steaming into Hampton Roads in charge of pilot. At 1 p. m. anchored on account of the fog. At 2 p. m. got underway. At 4 p. m. anchored off the fort; drew the shell from the battery.

*March 4.*—At 3 p. m. Rear-Admiral D. D. Porter left the ship and transferred his flag to the U. S. S. *Bat;* fired a salute of 13 guns. At 3:30 p. m. U. S. S. *Bat* got underway and steamed up the bay.

*March 19.*—Hampton Roads. At 11:15 a. m. got underway and proceeded to sea.

*March 24.*—At 11:30 a. m. anchored in Belfast Harbor, Maine.

*April 10.*—Belfast Harbor, Maine. At 9 a. m. Mr. Appleton, acting master's mate, left the ship on one week's leave; also Thomas Lacey, first-class fireman, on one week's leave; Andrew J. Hall, seaman, left the ship on ten days' leave. At 9:30 a. m. John B. McCloud, boatswain mate, and William J. Schubert, landsman, returned on board, having overstayed their liberty. Mustered crew at quarters; called all hands to muster to inform them of the surrender of the rebel army under General Lee; manned the rigging and gave three cheers in honor of that event. At 1 p. m. called to quarters and fired a salute of 21 guns in honor of the great victory.

*April 18.*—Belfast Harbor, Maine. At 1 p. m. called all hands to muster and read the official announcement of the death of President Abraham Lincoln and the order of mourning. Officers of Navy and Marine Corps to wear mourning for six months.

*April 19.*—At 11:30 a. m. all officers that could be spared from duty went on shore to attend the funeral service of the late President Abraham Lincoln; firing half-hour guns during the watch. At 12 m. fired a salute of 21 guns. From meridian to 4 p. m., firing half-hour guns during the watch. From 4 to 6 p. m., firing half-hour guns during the watch.

*April 24.*—At 2:20 p. m. got underway and proceeded to sea, ship in charge of the pilot.

*April 26.*—At 10:15 a. m. arrived off navy yard, New York, and came to anchor and moored ship head and stern off cob dock.

*April 29.*—From 4 to 6 p. m.: Received a draft of 458 men from the U. S. ships *North Carolina* and *Vermont;* also paymaster's stores. At 6 p. m. got underway and steamed down the bay.

*May 3.*—Off Charleston, S. C. At 10:55 a. m. slowed down and took pilot on board and came to anchor off the bar.

*May 11.*—Pensacola Bay, Florida. At 9:30 a. m. got underway and stood down near the coal wharf and came to anchor.

*May 23.*—At 6 p. m. arrived at the navy yard, Brooklyn, and moored to the cob dock.

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*June 4.*—Brooklyn Navy Yard. At 8:25 p. m. pilot left the ship; steamed ahead at full speed.

*June 9.*—At 10:30 a. m. made a strange sail bearing S. S. E.; changed course to intercept her. At 11:30 a. m. crossed her stern; proved to be the English steamer *Montezuma;* kept away on our course. At 2:20 p. m. made Mariguana Island, bearing W. S. W., distant 13 miles; changed course in all sail; standing along the land, ship in charge of Mr. Tanner, sailing master; saw four schooners at anchor under the land.

*June 10.*—At 1:50 p. m. came to anchor in Cape Haiti Harbor with U. S. steamers *James Adger* and *Galatea* in harbor. At 2:15 American consul came aboard. At 3:15 p. m. consul left the ship; was saluted with 7 guns. At 3:30 p. m. loaded battery.

*June 11.*—At 12:20 p. m. the English steamer *Lily* came in and anchored.

*June 19.*—At 1 p. m. fired a salute of 7 guns for the English consul. At 1:30 p. m. launch came alongside with water. At 3:20 p. m. sent a boat in pursuit of two deserters from the Hamburg brig *Carolina;* captured and sent them on board the vessel.

*June 20.*—At 5:05 a. m. pilot came on board. At 5:40 a. m. got underway. At 6:05 a. m. discharged pilot and steered N. by W.

*June 23.*—At 4:30 a. m. changed the course and steamed at full speed; made the island of Tortugas, bearing east, at daylight. At 8 a. m. ship steering along between the islands of St. Domingo and Tortugas. At 12:20 p. m. came to anchor in Cape Haiti Harbor with starboard anchor.

*June 24.*—At 10:50 a. m. inspected crew at quarters; armed and equipped all boats. (All boats armed and equipped in ten minutes except the launch, equipped in one hour and ten minutes.) At 12 m. discharged all boats. From meridian to 4 p. m. sent an armed boat in charge of Mr. Johnson to board an American bark lying off the harbor.

*June 26.*—At 1:30 p. m. exercised field howitzer's crew and sent for water.

*June 28.*—At 5:55 a. m. sent boat with dispatches on board of the vessel blockading this port. At 9:15 a. m. dispatch boat returned to the ship.

*June 29.*—At 6:15 a. m. sent the *Scorpion,* with an armed crew in charge of Acting Ensign Johnson, with dispatches out to the blockading steamer. At 9:20 a. m. Mr. Johnson returned in charge of the dispatch boat.

*July 1.*—At 11 a. m. the American consul came on board. At 11:40 a. m. he left the ship. At 1 p. m. sent the *Cumberland* on shore with an armed crew, in charge of Acting Ensign R. O. Lanfare, to take some ladies on board the American bark *Abd-el-kadir.* At 2:30 p. m. *Cumberland* returned to the ship. At 3:30 p. m. sent the launch on shore with provisions for a guard of 20 men from this ship. At 5:50 p. m. sent a company of 18 sailors and 2 marines, in charge of Acting Ensign Lanfare, on shore to protect the American consul.

*July 2.*—At 10 a. m. mustered the crew and performed divine service. At 11:30 a. m. furled all sail, lowered the launch, and put the howitzer in her. At 3 p. m. went to early supper. At 3:30 p. m.

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armed and equipped all boats and landed an armed force of 100 men and one howitzer, under command of Lieutenant F. R. Smith. At 4 p. m. Captain Trenchard went on shore in company with Captain Henage, of H. B. M. S. *Lily*. At 4:10 p. m. beat to quarters and covered the landing party with the port battery, the landing party from this ship, together with that from H. B. M. S. *Lily*, having taken possession of the public square; kept port battery trained on the insurgent forces massed in the upper end of the square and adjoining streets.

*July 4.*—At sunrise hoisted the national flag at each masthead and gaff in honor of the day. At 9 a. m. French corvette *Amphion* came in and anchored; sent an officer on board. At 10:40 a. m. French commander came on board. At 12 m. fired a salute of 21 guns in commemoration of our national anniversary. At 6:25 p. m. got underway. At 6:50 p. m. discharged the pilot. At 7 p. m. Point Picolet bore S. ¼ W., distant 1 mile.

*July 8.*—Hove to off Mathew Town. Ship in charge of the pilot. At 6:15 a. m. sent a boat in charge of Mr. Fisher on shore to obtain permission to anchor. At 7:10 p. m. came to anchor in 5 fathoms. At 10:35 a. m. American consul came on board. At 11:30 a. m. consul left the ship; fired salute of 7 guns.

*July 9.*—At 9 a. m. the American consul and the pastor of the Episcopal Church at Mathew Town came on board and performed divine service.

*July 10.*—At 1:30 p. m. came to anchor at Cape Haiti. At 2 p. m. hauled fires; sent on shore one week's rations for 21 men.

*July 11.*—At 5:30 p. m. French bark *Prefect Pront* came in; sent boat aboard.

*July 12.*—At 4 a. m. Government batteries opened fire on the rebel works; rebels returned the fire at intervals; coaling ship; firing continued from Government batteries, rebels replying. At 8:15 a. m. heavy musketry firing on the mountain above rebel works. At 11 a. m. musketry commenced in the valley below rebel works. From meridian to 4 p. m.: Coaling ship; firing continued. At 2 p. m. musketry firing ceased. From 4 to 6 p. m.: Coaling ship; firing continued from Government batteries, rebels replying at intervals. At 6:30 p. m. cast off coal bark; Government batteries firing at long intervals, rebels return the fire. At 8 p. m. firing ceased on both sides.

*July 13.*—At 4 a. m. the Government batteries opened on the rebel works, firing shell and solid shot. From 8 a. m. to meridian: Firing continued from the Government batteries, rebels replying at intervals. At 10:45 a. m. H. M. S. *Lily* proceeded to sea. At 12:30 p. m. forces ceased firing on both sides. At 2:30 p. m. Government forces opened fire from all their batteries. At 4:30 p. m. finished coaling ship. At 5:30 cast off the coal bark and anchored her astern of this vessel; Government batteries firing on the rebel works. From 6 to 8 p. m.: Government batteries firing on the town. At 9 p. m. all firing on shore ceased.

*July 14.*—At 3:30 a. m. Government batteries opened fire on the city; fire not returned. From 4 to 8 a. m.: Firing continued on the city and rebel works; fire not returned. At 6 a. m. sent two boats to the *Abd-el-Kader*, anchored her inshore and commenced discharg-

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ing coal into lighters. At 10 a. m. firing on shore ceased. At 3:30 p. m. Government batteries opened fire on the city; fire not returned. From 4 to 6 p. m.: Government batteries continued firing on the city and rebel works; fire not returned. At 5:40 p. m. working party returned from the coal bark. From 6 to 8 p. m. Government batteries keeping up a rapid fire on the city, rebels replying at long intervals. At 6:30 p. m. firing ceased. At 8:40 p. m. Government batteries opened fire on the rebel works; fire not returned. At 10 p. m. firing ceased.

*July 15.*—At 6 a. m. sent a boat with dispatches to Petite Anse. At 7 a. m. boat returned; sent working party on board the coal bark. At 8 a. m. Government batteries firing on the city; fire returned at long intervals. At 3 p. m. sent a boat to Petite Anse in charge of Acting Master Paine. At 4:30 p. m. boat returned from Petite Anse. At 4:40 p. m. Government batteries fire on the city. At 5:30 p. m. firing ceased.

*July 16.*—At 7 a. m. the French bark *Prefect Pront* got underway and proceeded to sea.

*July 17.*—At 7:45 a. m. two Government batteries opened fire on the city; fire not returned. At 11:15 a. m. firing on shore ceased.

*July 18.*—At 6:30 a. m. Government batteries opened fire on the city. From 8 a. m. to meridian, Government batteries firing on the city at long intervals; fire not returned. At 4:30 p. m. Government batteries opened fire on city and rebel works. From 6 to 8 p. m. Government batteries firing on the city; fire returned. At 7 p. m. firing ceased.

*July 19.*—At 6:15 a. m. Government batteries opened fire on the rebel works; fire not returned. From 8 a. m. to meridian, Government batteries firing on rebel works; fire not returned. At 10 a. m. all firing ceased. At 10:30 p. m. musketry firing on shore. At 11:30 p. m. firing ceased.

*July 20.*—At 7 a. m. Government batteries opened fire on the rebel works at long intervals; fire not returned. At 9 a. m. firing on shore ceased. From 8 p. m. to midnight, Government batteries firing on the city at long intervals, rebels replying with one gun.

*July 21.*—At 5 a. m. Government batteries commenced firing on the city and rebel works. At 9 a. m. Government batteries opened fire on the city. At 10 a. m. firing ceased; sent *Vixen*, in charge of Acting Ensign C. C. Johnson, to Petite Anse with dispatches. At 11:40 *Vixen* returned to the ship.

*July 22.*—At 10:55 a. m. Acting Ensign Robert O. Lanfare, with the guard of 20 men, returned on board from duty at the consulate; sent 10 barrels bread on board H. B. M. S. *Lily*. Government batteries firing on rebel works at long intervals; fire not returned. At 3:30 p. m. Government [Haitien] steamer *Geffrard* stood in and fired two guns at Fort Picolet; fire returned by the fort. At 5 p. m. Mr. Clapp came on board for passage to the States; received a mail from H. B. M. S. *Lily;* pilot came on board. At 5:30 p. m. got underway and proceeded to sea. At 6 p. m. discharged pilot.

*July 28.*—Off Sandy Hook. At 12:30 p. m. arrived at the lower quarantine; health officer came on board and quarantined the ship for five days. At 1:10 p. m. anchored in Pest Bay with starboard anchor and 30 fathoms chain, 4 fathoms water. At 2:20 p. m.

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hauled fires. At 3:15 p. m. Mr. Clapp (passenger) and the pilot left the ship.

*September 16.*—Off the Battery, New York. From 6 to 8 p. m. employed securing boats and batteries and getting the ship ready for sea.

*September 17.*—At 6:30 a. m. got underway and steamed down the bay.

*September 19.*—At 4:20 p. m. anchored off Giesboro Point in 17 fathoms water, with starboard anchor and 15 fathoms chain.

*September 20.*—At 1 p. m. got underway and steamed up to the navy yard with the assistance of a tugboat. At 3:30 p. m. moored ship alongside the wharf at the navy yard, [Washington].

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*Abstract log of the U. S. ship Supply, July 30, 1861, to June 8, 1862, Commander G. M. Colvocoresses.*

*July 30, 1861.*—At 8:30 p. m. took our departure from Highland lights.

*August 7.*—At 6:10 p. m. came to anchor in Hampton Roads.

*August 12.*—At 3:30 p. m. a steamer from Norfolk, with flag of truce, communicated with the flagship.

*August 13.*—From 12 to 4 a. m., signalizing going on between rebel batteries.

*August 18.*—Heard reports from guns at Newport News and at Cape Henry. At 11 p. m. saw a large fire in the direction of Hampton.

*August 26.*—At 3:30 p. m. a flag of truce came down from Norfolk and returned between 4 and 6 p. m. August 27.

*August 30.*—From 12 to 4 p. m. heavy firing up river. A rebel steamer inshore exchanging shots with U. S. S. *Savannah.* At 2 the rebel ceased firing and, standing down the river, fired a shell in the direction of the fleet. She then hauled off and stood for Norfolk.

*August 31.*—A flag of truce went up to and returned from Norfolk.

*September 3 and 4.*—Flags of truce going and coming between Fortress Monroe and Norfolk.

*September 18.*—Flag of truce came from and returned to Norfolk.

*September 24.*—From 12 to 4 p. m. a flag of truce returned from Norfolk and a prize schooner arrived.

*October 7.*—New York. At 9 a. m. sent 20 prisoners to Fort Lafayette.

*December 15.*—At 2 p. m. stood in for the anchorage off Santa Rosa Island.

*December 17.*—Anchored off Sand Island light. During the afternoon observed two rebel steamers passing the light-house inshore; the name of one of them was *Kate Bale.*

*December 20.*—From 4 to 6 p. m. saw a fleet of ten vessels anchored to the northward; heard firing from the same direction. At 6 Chandeleur light-house bore S.

*December 26.*—From 12 to 4 p. m. saw the *New London* capture two small sloops near Cat Island.

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*December 29.*—At 2 p. m. rebel steamer came in sight; *Water Witch* and *New London* went in chase. At 9 heard the report of a gun to the southeast.

*January 18, 1862.*—At 4:30 p. m. saw a large rebel steamer approach from the northwest within 5 miles of this anchorage and retire.

*January 19.*—At 1 p. m. saw two rebel steamers near Cat Island. Gunboats chased them out of sight.

*January 21.*—Schooner *Gipsey* and a fleet of boats went out to Cat Island reconnoitering.

*January 29.*—At daylight saw a topsail schooner on the weather beam, distant about 5 miles; latitude 24° 7′ N., longitude 82° 31′ W., at noon. From 12 to 4 p. m.: The strange topsail schooner ahead and abreast, about 3 miles distant. At 1 she tacked and stood to the southward. When abeam of us we also tacked to close with her. At 1:15 hoisted our colors and fired a shot from the port bow gun across her bow, which she took no notice of. Tacked ship and stood ten minutes to the northward and eastward, when we tacked to the southward again. Fired another shot across her bow, which she also took no notice of, but seemed to edge away to avoid us. Fired a third time, when she hauled down her flying jib and hove aback, showing English colors; but being a suspicious-looking vessel, sent a boat alongside with Acting Master Thomas W. Johnson and George B. Almy to examine her papers and cargo. In a few minutes Mr. Almy returned and reported that the cargo consisted of contraband goods, nor could the master of the vessel show a manifest or bills of lading. This being the case, the boat was sent back to bring on board this vessel the master and her first officer, for the purpose of enquiring into the matter, as their explanations were not satisfactory. Commander Colvocoresses ordered her to be seized; and, having put on board a prize master and crew, both vessels made sail and stood on their course to New York. Her name, according to the clearance, is the *Stephen Hart*, of Liverpool, England.

*February 13.*—At navy yard, New York.

*March 13.*—At 8:08 a. m. tug took the ship in tow down the river.

*April 20.*—At anchor South West Pass.

*April 21.*—Heavy firing in the direction of Fort Jackson.

*April 22.*—From midnight to 4 a. m. heavy cannonading to northward throughout the watch. Heavy firing from 4 to 12 meridian. At 9 p. m. the captain returned from on board the *Colorado* and reported that the mortar fleet was bombarding Fort Jackson; had been since Friday, 18th instant.

*April 24.*—From 4 to 8 a. m. constant firing from up the river and columns of smoke ascending from a point bearing N. ½ W. to N.W. by N. ½ N.

*April 25.*—Several mortar boats and a fleet of gunboats and schooners in sight up the river near Pilot Town. From 8 to midnight two distinct fires observed up the river.

*April 26.*—Saw a large fire N. N. W.

*May 14.*—At anchor off Pilot Town.

*May 15.*—Prize steamer *Fox* passed up river in charge of the military, having been captured by them.

*June 8.*—Navy yard, New York.

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*Abstract log of the U. S. S. Union, January 20, 1863, to December 31, 1864, Acting Volunteer Lieutenant Edward Conroy, commanding.*

*January 20, 1863.*—Lying at Brooklyn Navy Yard. At 1:45 p. m. ship went into commission. At 2 p. m. corporal's guard of marines came on board from the receiving ship *North Carolina.* From 4 to 6 p. m. receiving cargo until 4 p. m.; took on two 24-pounder brass pieces and two 12-pounder howitzers.

*January 28.*—Wednesday, noon, at anchor in Port Royal Harbor. From 4 to 6 p. m.: Discharging stores, etc.; strong gale from W. N. W. The fleet being short of oil, we are detained to give them a supply and will not leave before to-morrow morning.

*February 17.*—Lying at anchor in the stream, with the brig along side. At 5:45 a. m. ship took a sheer and brought up all standing. Started our starboard chain, losing the anchor, and drifted down with the current about a mile. Let go the port anchor when nearing the wharf, and brought alongside the levee, with the brig alongside, without any damage to the ship with the exceptions of the loss of the starboard anchor and 40-fathom chain, starting the hawse pipe out about 3 inches and breaking a piece off the cogwheel of our windlass; got out lines and made fast to the levee, with the brig alongside. At 7 a. m. launch and crew came from the U. S. S. *Hartford* with blocks and falls, in charge of the boatswain of that ship, who proceeded to get up purchases to hoist out an anchor for the *Hartford*, which we brought from Pensacola.

*February 19.*—At 4:45 p. m. turned the hands to and cleared up decks. At 5:30 p. m. Miss Harriet Baker came on board as passenger, bound to Galveston, approved by Rear-Admiral Farragut, to be sent by a flag of truce by order of General Banks.

*February 21.*—At 8 a. m. a boat came from the U. S. S. *Tennessee* and delivered to us a mail for the blockading squadron off Galveston. At 9 a. m. the steam tug returned with a lot of stores from the storeship *Fearnot* for the Galveston fleet; took them on board. At 11 a. m. got underway and steamed down the river, pilot on board. At 4 p. m., off the forts. Fort Philip fired two guns to bring us to; stopped the engine; a lieutenant came off in a boat to examine our papers; detained us fifteen minutes.

*February 24.*—From 8 a. m. to meridian, lying at anchor off Galveston Bar, delivering provisions to the fleet.

*March 18.*—Lying at anchor off the Brooklyn Navy Yard.

*April 8.*—At 7:30 a. m. hove up anchor and proceeded down the bay, in charge of a pilot.

*May 4.*—At noon, proceeding up the Mississippi River in tow of the tug *Anglo-American.*

*May 6.*—Lying at anchor off New Orleans repairing machinery.

*May 8.*—At 7:30 a. m. river pilot came on board; hove up anchor and dropped down the river.

*May 10.*—At noon lying at anchor off navy yard, Pensacola. At 4:45 p. m. hove up anchor and steamed out of the harbor in charge of pilot. At 5:20 p. m. pilot left the ship. At 5:50 p. m. stood on our course; fair weather. At 8 p. m. confined all prisoners below.

*May 12.*—At 7:15 a. m. made a schooner standing N. W. At 7:50 a. m. fired a shot across her bows and brought her to; she showed

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English colors. From 8 to meridian: Acting Master Gray boarded the schooner; proved to be the English schooner *Linnet*, from Havana, bound for Matamoras. At 8:30 a. m. sent another boat after her to bring the crew on board of us; had sufficient evidence to condemn her as a prize. At 9 a. m. sent Acting Ensign E. Dennis and prize crew on board of her and took the schooner in tow; stood on our course, S. E. At 9:45 a. m. searched the prisoners' baggage and locked them up. Names: Captain, S. P. Parwell; William Pyform, mate; John Rock, George Weber, John Fernandi, seamen; supercargo, Jer Serdeker; John Ward, passenger. At 3:50 p. m. Acting Assistant Paymaster Warner, passenger, jumped overboard while laboring under mental aberration; lowered a boat and brought him on board, but failed to resuscitate him; preparations made to bury him. At 6:30 p. m. buried the body of Acting Assistant Paymaster Warner, formerly of the *Kineo*.

*May 14.*—At 3:45 a. m. came to anchor off Key West. At 4:30 a. m. hove up anchor and stood in; 5:25 a. m. dropped port anchor in 6 fathoms water, 30 fathoms chain. At 6 a. m. got bow and stern lines out to the wharf. At 7:15 a. m. health officers boarded us; prize schooner at anchor on our port bow. From meridian to 4 p. m.: Taking in coal and water. United States marshal came on board and took the seven prisoners ashore belonging to the prize schooner *Linnet*.

*May 21.*—Anchored off the navy yard, Brooklyn. At 9 a. m. came to anchor off the navy yard; prisoners and passengers went on shore.

*May 22 to June 17.*—Lying at anchor, navy yard, Brooklyn, N. Y.

*June 18.*—At 2 p. m. cast off and steamed down the harbor in charge of pilot.

*July 5.*—At 2 a. m. was chased by a small steamer, who fired several shots at us. At 3 a. m. made Tortugas light, bearing W. S. W., 20 miles distant. At noon at anchor in Key West Harbor.

*July 11.*—From meridian to 4 p. m.: Got underway and towed the U. S. S. *Santiago de Cuba* from Bay Point side to Hilton Head; we then steamed out of the harbor, communicated with the *Wabash*, lying off the bar. At 2:15 p. m. passed the outer buoy, shaped our course for Charleston Bar, set all sail. At 5 p. m. made the fleet off Charleston. At 6 came to anchor, the *New Ironsides* ahead of us; supplied *New Ironsides* and *Powhatan* with fresh beef; lying off Charleston, our fleet engaging the rebel batteries.

*July 12.*—From 8 to meridian: Lying off Charleston, the monitors and gunboats firing on Fort Wagner.

*July 13.*—At 9:45 p. m. made Cape Hatteras light, bearing N. by W., distance 15 miles. At 10 p. m. changed course to N. E. ½ E. At 11 p. m. changed course to N. by E.

*July 16.*—At noon lying at anchor off the navy yard, Brooklyn.

*August 6.*—Hove up anchor and got underway and steamed down the harbor. At 5 p. m. pilot left the ship, light ship bearing S. E., distant 2 miles, from which we take our departure.

*August 24.*—At 6:50 p. m. came to off Tampa in 4 fathoms water, veered to 45 fathoms of chain; fired rocket as a signal.

*August 25.*—From 4 to 8 a. m.: Made a suspicious-looking sail on the port bow; got up anchor, gave chase, signaled the *Huntsville:* came up with and spoke the steamer; she proved to be the *J. Battle*,

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with provisions for the *Huntsville.* At 7 a. m. supplied the *Huntsville;* received 3 men for passage north. At 8 a. m. got underway; made fore-and-aft sail.

*August 29.*—At 4:30 a. m. made light-house on Jupiter Inlet; fired two guns and found no vessels there. At 5:15 a. m. we spoke schooner *Katy*, of New York, bound to Key West, prize to U. S. schooner *Beauregard.* At 7:15 a. m. spoke and boarded steamer *Melville*, of and from New York, for Havana.

*September 4.*—At 6:30 a. m. doctor came on board; got underway and steamed up to the navy yard and anchored.

*September 28.*—At noon, lying at Key West, coaling ship and supplying the fleet.

*September 29.*—From meridian to 4 p. m., receiving cargo. From 4 to 6 p. m., finished taking in cargo.

*September 30.*—At 8 a. m. left the wharf in charge of pilot.

*October 1.*—At noon, lying at anchor off Charlotte Harbor. At 8:45 p. m. got underway and stood on our course, bound for Cedar Keys.

*October 10.*—Anchored, Indian River. At 5 p. m. came up to the U. S. bark *Pursuit;* gave her a hawser and supplied her. At 7 p. m. left the bark *Pursuit* and shaped our course for Port Royal. At 7:20 p. m. set patent log.

*October 11.*—At 3 p. m. sighted a steamer on starboard bow, bearing N. E. by N., 10 miles distant; steering to the northward, kept away for her; she altered her course several times; 4:45 p. m. hoisted our colors, the steamer 1½ miles from us; she showed English colors. We then fired two shots to heave her to. At the second shot she hauled down her colors and stopped her engine; hailed her and sent a boat, in charge of Acting Ensign George F. Wilkins, to board her with a prize crew of 7 men and 3 marines, also Acting Second Assistant Engineer Edward McCarrick and 6 firemen. Took from her the captain, crew, and 5 passengers as prisoners; she proved to be the English steamer *Spaulding*, from Nassau, bound to Charleston, Wilmington, or any rebel port; captured in latitude 31° N., longitude 80° 20′ W.; 4 to 6 p. m., lying to near prize steamer. At 6 p. m. started ahead, the prize steamer following, bound Port Royal. At 9 p. m. slowed down. At 12 spoke the prize steamer; sounded in 15 fathoms. List of crew and passengers of prize steamer *Spaulding:* Samuel Dexter, captain; Robert H. Robinson, first mate; G. P. Drake, second mate; J. C. Smith, third mate; George L. Pratt, engineer; Oliver Perry, wheelsman; W. J. Hinchcliff, seaman; George Fletcher, seaman; H. Rowan, seaman; J. T. Brady, third engineer; George Robinson, carpenter; J. Walbren, steward; J. Chaplain, steward; Mic. Kilroy, storekeeper; P. Bloom, cook; W. Leonard, leadsman; J. Butler, deck hand; Henry Quincy, boy; B. Dye, fireman; T. Murray, fireman; J. Looby, fireman; P. Mulligan, fireman; M. Gall, fireman; J. Howard and F. Farley. Passengers: S. J. Chapman, George McDe Stahl, Malcolm McEwen, H. L. Wharton, Julius Pittman.

*October 12.*—At noon lying in Port Royal Harbor, S. C. At 10 a. m. tug came alongside and proceeded with Captain Conroy to the prize steamer *Spaulding*, which was at anchor near the guardship; 20 discharged seamen received on board for passage north. At 12 m. tug came back with the captain. At 1:15 p. m. got underway and steamed

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up to the prize steamer. At 2 p. m. came to anchor near her, making arrangements to take in tow the prize *Spaulding*. At 4:45 p. m. passed the outer buoy with the steamer *Spaulding* in tow. From 6 to 8 p. m., prize towing astern.

*October 14.*—At 6:45 p. m. Cape Hatteras light-house bears S. W., distance 15 miles.

*October 16.*—Highland light-house bears W. by S. ¾ S., distance 7 miles. At 1 a. m. took in all fore-and-aft sails. At 1:45 a. m. a pilot boat ran into us, carrying away his bowsprit; we slowed our speed and found no serious damage done; we then stood on our course. At 3 a. m., in passing up the Narrows, saw a schooner in tow of tugboat on our port bow; we immediately slowed the engine, stopped and back, put the wheel hard aport to clear them; they both put their wheel to starboard and passed our bow, bringing us in contact with the schooner; we struck her amidships, cutting into her nearly to her hatches; backed astern clear of her, and the schooner was towed off a short distance by the tug and sunk. At 3:45 p. m. came to anchor off Quarantine. From 8 to midnight moored to cob dock.

*November 12.*—At 7:30 a. m. hove up anchor and proceeded to sea.

*November 14.*—At 12:30 p. m. sighted two steamers on our starboard bow; altered our course and stood for them; spoke them; proved to be the English prize steamers *Cornubia* and *Lee*, bound to Boston. At 2 p. m. sighted a brig and steamer on our starboard bow; the steamer altered her course and stood for us. At 4 p. m. stopped our engines; spoke the steamer; she proved to be the U. S. S. *Keystone State;* she sent a boat for papers. At 5 p. m. got underway; shaped course S. W.

*November 22.*—At 5 p. m. made the vessels off St. Marks. At 6:45 p. m. came to anchor in 5 fathoms water; picked up a bale of cotton. At 10 p. m. got underway, bound for the East Pass, St. George's.

*December 14.*—Lying at anchor off the Brooklyn Navy Yard.

*January 1, 1864.*—Lying off the Brooklyn Navy Yard, waiting for fair weather. At 3:30 p. m. left the navy yard and steered down the harbor. At 4:45 p. m. came to anchor off Quarantine, Staten Island.

*January 2.*—At 7 a. m. got underway in charge of pilot.

*January 9.*—From 6 a. m. to 7 a. m., steaming up the harbor off Key West.

*January 12.*—Lying alongside the wharf, Key West, Fla. Supplied the fleet with fresh provisions. At 9 a. m U. S. S. *Hartford*, Rear-Admiral Farragut's flagship, steamed into the harbor from New York. At 1 p. m. commenced to take in provisions for the fleet on the Florida coast.

*January 13.*—At 7:30 a. m. got underway and steamed out of the harbor, Key West, Fla.

*January 14.*—Lying off Charlotte Harbor, Fla. At 12:30 p. m. got underway. At 4:15 p. m. saw a steamer in Sarasota Pass, lying at anchor; hauled up for her and dispatched three boats, in charge of Acting Ensigns Wilkins, Baird, and Armstrong. Came to anchor and fired a shell at her; she hoisted a white flag. At 7:30 p. m. Acting Ensign Baird returned on board from the steamer, which

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proved to be a prize to us, named the *Mayflower*, of Tampa, from Tampa; cargo, 75 bales of cotton; brought on three of the crew from the prize. Acting Ensign Baird returned on board the prize with some provisions and water. At 9 p. m. the prize steamer steamed out and anchored near us. At 10 p. m. sent a prize crew on board, in charge of Acting Master W. H. Wood. At 11 p. m. got underway and took the prize in tow, in charge of Acting Ensign George F. Wilkins.

*January 15.*—From midnight to 4 a. m.: The prize steamer found to be in a leaking condition; came to anchor and hauled the prize alongside; took out 10 bales cotton; men employed in bailing her out; the water had put the fires out. At 4:45 a. m. got underway with prize in tow, bound for Tampa Bay. At 7:45 a. m. confined in double irons E. Dew and C. Dennison, of the prize, for attempting to incite the other prisoners to mutinous conduct. At 8:20 a. m. anchored in Tampa Bay; commenced to supply U. S. steamers *Hendrick Hudson* and *Sunflower* and bark *J. L. Davis*. At 11:45 a. m. got underway, having left the prize at Tampa Bay, in charge of Acting Ensign Armstrong and a prize crew.

*January 16.*—At 5:35 a. m. fired the starboard bow gun (a 20-pounder Parrott rifle) as a signal for the U. S. S. *Sagamore*. The gun was loaded with a Parrott shell, with 5-second fuze; the gun burst forward of breech, parting the breeches and tearing the carriage to pieces; several pieces struck about decks, breaking glass in the windows of pilot house, etc. At 7 a. m. hove up anchor and steamed further in. From 8 to meridian: Supplying steamer *Sagamore* with fresh and salt provisions, also supplied U. S. schooner *Fox;* at 10 a. m. got underway.

*January 19.*—Lying in Pensacola Harbor, supplying the fleet with fresh provisions.

*January 22.*—At 7:30 p. m. came to anchor in Tampa Bay; hauled the prize steamer *Mayflower* alongside and transferred all the cargo to this vessel. From 8 p. m. to midnight, taking cotton on board.

*January 23.*—At 1 a. m. finished taking cotton on board from prize steamers. At 6:30 a. m. got underway with the prize in tow. At 7 a. m. made all sail. At 11 a. m. slowed down the engine and sent 8 men on board the prize steamer, which was making water fast. At 11 p. m. the hawser parted; stopped engine and gave the prize a new hawser; started ahead again.

*January 24.*—At 5:30 p. m. came to anchor in Key West Harbor; landed alongside the wharf and anchored the prize.

*January 25.*—At 10 a. m. hauled the prize steamer alongside. From meridian to 4 p. m. transferred the wet cotton from the prize to this vessel, coaling ship. At 5 p. m. finished taking cotton from the prize.

*January 27.*—From midnight to 4 p. m., received on board for passage north 10 prisoners and 29 discharged men. From 4 to 6 p. m., receiving a number of discharged men for passage north. At 7 p. m. Acting Ensign George Dunn fell overboard.

*January 30.*—At 6:40 p. m. came to anchor in Port Royal Harbor.

*January 31.*—At 1:15 p. m. the fog cleared up. At 2 p. m. set fore-and-aft sails; heard heavy firing on our port beam. At 3.15 p. m. took in sails.



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*February 4.*—From midnight to 4 a. m., at anchor off the Battery. At 6 a. m. got underway and passed up the bay to the navy yard. At 7:50 a. m. came to anchor off cob dock and moored ship.

*March 2.*—At 10:45 a. m. discharged pilot, Sandy Hook light-house bearing W. ½ S.

*March 17.*—At 6:45 a. m. anchored in 3½ fathoms water. Cedar Keys; fired shell as a signal. At 11:30 a. m. U. S. S. *Nita* came out to us; supplied her with fresh provisions; received a number of refugees on board, 15 men, 3 women, and 6 children.

*March 19.*—At 2:30 p. m. anchored off Key West; hauled ship alongside the wharf.

*March 25.*—Lying in Port Royal Harbor, S. C. At 4:30 p. m. got underway, made all sail.

*March 27.*—At 4:30 p. m. set fore-staysail and foresail; tried to wear ship; broke the flange of the rudderhead and could not heave the wheel down; took in the foresail and fore-staysail and close-reefed the mainsail and set it; tore up part of the bulkhead in the cabin to ship a spare tiller. At 11:30 p. m. finished the tiller and wore ship.

*March 29.*—At 5 p. m. came to anchor; moored off cob dock.

*April 16.*—At 4:30 p. m. finished taking on board ship's cargo; received a draft of 180 men and boys for East Gulf Squadron. At 5 p. m. steered away from the wharf and went down the bay. At 7:15 p. m. came to anchor off the West Bank (Staten Island).

*April 17.*—At 5 a. m. got underway. At 6:45 a. m. left the pilot and made all sail.

*April 27.*—At 4:45 a. m. anchored off Charleston Harbor. At 5:15 a. m. ran in nearer and came to in 6 fathoms water. At 6:30 a. m. boats from the U. S. bark *Gem of the Sea* came off and supplied them with fresh provisions. At 7:15 a. m. got underway and stood on our course for Tampa. At 10:30 a. m. overhauled the schooner *O. K.*, flying the English flag; at 10:45 a. m. boarded her and found her to be a prize, with general cargo on board; sent a prize crew on board, in charge of Acting Ensign Wilkins, and sent her back to Key West. At 11:30 a. m. proceeded on our course.

*May 12.*—Lying in Key West Harbor. From 8 to meridian, received on board 26 bales of cotton to go north. At 4:15 p. m. left the wharf and proceeded to sea.

*May 19.*—At 7:50 a. m. anchored off the navy yard, Brooklyn.

*May 20.*—Discharged all the cotton on board the sloop *A. R. Mackie*, of New York: sent all the condemned ammunition on shore from Key West.

*June 4.*—Receiving cargo on board; hauled out from the wharf. From 4 to 8 p. m. received on board a draft of 441 men from the ship *North Carolina* for the West Gulf Squadron, also 23 machinists for Key West and Pensacola. At 7:45 p. m. got underway and steamed down the harbor; one man man jumped overboard and swam ashore.

*June 10.*—Jupiter Inlet.—At 7:45 a. m. sighted U. S. bark *Roebuck* off Indian River, Florida. At 8 a. m. supplied the bark with fresh beef and ice. At 11 a. m. got underway. At 3 p. m., off Jupiter Inlet, discovered small sloop inshore; fired two shots at her; she bore up and came alongside; she proved to be the *Caroline*, from Nassau; took her in tow. At 3:45 p. m. started ahead. At 4 p. m. Jupiter Inlet light-house bore west.

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*June 12.*—At 1:30 a. m. came to anchor off Key West, light-house bearing S. W. ½ W., 2 miles distant. At 4:30 a. m. got underway and anchored off the Government wharf, supplying the fleet with fresh provisions.

*June 25.*—At 7:45 a. m. cast off from the wharf and steamed ahead. At 5 p. m. took in sail; saw several sail standing to the N. by E. At 6:30 p. m. went to general quarters and stood toward the sail on our starboard quarter, which proved to be an English man-of-war. At 7 p. m. stood on our course.

*July 1.*—At 10 a. m. had a general inspection by the health officers. At 12:30 p. m. got underway and steamed down the bay and anchored in Lower Quarantine, New York.

*July 1 to July 26.*—Anchored off Lower Quarantine, New York.

*July 26 to September 17.*—Navy yard, Brooklyn.

*September 17.*—At 8:10 a. m. got underway and steamed down the harbor. At 11 a. m. discharged pilot off Sandy Hook.

*September 22.*—At 3:30 p. m. made two steamers standing to the north; took in all sail and gave chase; they proved to be the U. S. S. *Iuka*, in convoy to prize steamer; supplied steamer *Iuka* with fresh provisions. At 7 p. m. Carysfort light bore S. S. W.

*October 14.*—At 3:30 p. m. arrived at navy yard and moored the ship to cob dock.

*October 30.*—At anchor in East River. At 6 a. m. got underway and steamed down the bay in charge of pilot.

*November 4.*—At 6 p. m. came to anchor in Key West Harbor with port anchor and 30 fathoms chain.

*November 5.*—From meridian to 4 p. m., discharging cargo and supplying the fleet with fresh provisions.

*November 8.*—At 8:30 a. m. finished supplying the squadron and got underway for St. Marks.

*November 9.*—At 11 a. m. sighted the vessel at West Pass and took in all sail. At 11:30 a. m. came to anchor in 5 fathoms water, with 25 fathoms chain. At 5 p. m. finished supplying the squadron. At 5:30 p. m. got underway for St. Joseph's.

*December 31.*—At 9:30 p. m. came to anchor off Charlotte Harbor in 6½ fathoms water and 30 fathoms chain.

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* Spelled also Closson, Clawson.
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† Afterwards N. C. Perry, which see.
‡ Also known as Sampson.

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* Afterwards U. S. S. Mobile.

† Formerly C. S. ironclad Tennessee.

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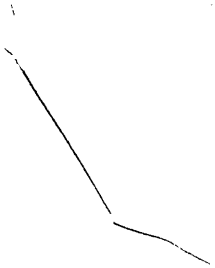

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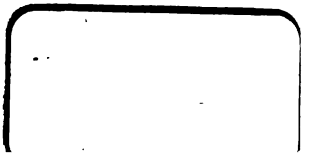

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